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In Sessional paper No. 10A, page 32a is inserted between pages 32 & 33.

In Sessional paper No. 10A, page 165 is incorrectly numbered page 16.

# SESSIONAL PAPERS.

9<sup>a</sup> - 10<sup>a</sup>

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VOLUME 8.

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SECOND SESSION OF THE SEVENTH PARLIAMENT

OF THE

DOMINION OF CANADA.

---

SESSION 1892.

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OTTAWA

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See also Numerical List, page 4.

# ALPHABETICAL INDEX

## TO THE

# SESSIONAL PAPERS

## OF THE

# PARLIAMENT OF CANADA:

SECOND SESSION, SEVENTH PARLIAMENT, 1892.

NOTE.—In order to find quickly whether a paper has been printed or not, the mark (n.p.) has been inserted when not printed; papers not so marked, it may be understood, are printed. Further information concerning each paper is to be found in the List, commencing on page 4

| A  |         | C   |           |
|--|---------|---|-----------|
| Abrogation in Treaties of Commerce.....      | 24, 24a | Canadian Coloured Cotton Mills Co.....(n.p.)  | 74        |
| Adulteration of Food.....                    | 6b      | Canadian Pacific Railway.....                 | 34        |
| Agriculture, Annual Report and Appendices    | 7       | Canadian Pacific Railway.....(n.p.)           | 34a       |
| Albert Southern Railway . . . . .(n.p.)      | 100     | Canals, Revenue Branch.....                   | 9c        |
| Annapolis and Atlantic Railway.....(n.p.)    | 62      | Canal Statistics.....                         | 9a        |
| Archibald, H. D.....(n.p.)                   | 61a     | Canal Tolls.....                              | 99        |
| Archives, Canadian.....                      | 7a      | Carling, Hon. John.....(n.p.)                 | 39        |
| Auditor General, Annual Report.....          | 1       | Census of Canada . . . . .(n.p.)              | 96        |
| B  |         | Charlebois, F . . . . .(n.p.)                 | 23g       |
| Baie des Chaleurs Railway.....(n.p.)         | 88      | Chartered Banks.....                          | 3         |
| Banks, Chartered.....                        | 3       | Chicoutimi and Saguenay Election.....(n.p.)   | 92        |
| Banks, Unclaimed Balances in.....            | 3a      | Chinese Immigrants . . . . .(n.p.)            | 33        |
| Beet Sugar . . . . .                         | 7c      | Civil Service Board of Examiners.....         | 16b       |
| Binding Twine.....(n.p.)                     | 105     | Civil Service Irregularities.....             | 49        |
| Board of Examiners, Civil Service.....       | 16b     | Civil Service List . . . . .                  | 16a       |
| Bonds and Securities . . . . .(n.p.)         | 32      | Civil Service, Royal Commission Report...16c, | 79        |
| Boucherville Wharf . . . . .(n.p.)           | 48a     | Civil Service Superannuations.....            | 27        |
| Boundaries of Quebec.....                    | 71      | Commissioner, Dominion Police.....(n.p.)      | 21        |
| Bounty on Pig Iron.....                      | 38      | Commission of Lieutenant Governors...(n.p.)   | 72        |
| Bridge at Sorel . . . . .(n.p.)              | 63a     | Commissions to Public Officers.....           | 31        |
| Bridge over Lachine Canal.....(n.p.)         | 63      | Conference at Washington . . . . .            | 37        |
| British Canadian Loan Investment Co...(n.p.) | 28      | Copyright Laws . . . . .                      | 81 (1891) |
| British Columbia Dominion Lands.....         | 36      | Cotton Seed Oil . . . . .(n.p.)               | 89        |
| British Columbia Indian Reserves . . .(n.p.) | 98      | Cows at Experimental Farm . . . . .(n.p.)     | 50        |
| British Columbia Voters.....(n.p.)           | 41c     | Criminal Statistics.....                      | 7c        |
| British Farm Delegates . . . . .(n.p.)       | 91      | D   |           |
|  |         | Dairy Commissioner.....                       | 7g        |
|  |         | Disallowance of Legislation.....(n.p.)        | 51, 52    |

| <b>D</b>  |               | <b>J</b>   |         |
|---|---------------|--|---------|
| Dividends unpaid in Banks.....                    | 3a            | Judges of Superior Court, Quebec.....(n.p.)      | 87      |
| Dominion Buildings, Lighting.....(n.p.)           | 81            | Justice, Annual Report.....                      | 18      |
| Dominion Cotton Mills Co.....(n.p.)               | 74            | <b>K</b>   |         |
| Dominion Lands.....                               | 36a           | Keewatin Territory.....(n.p.)                    | 30      |
| Dominion Lands in British Columbia.....           | 36            | Kingston Graving Dock.....(n.p.)                 | 77      |
| Dominion Police Commissioner.....(n.p.)           | 21            | <b>L</b>   |         |
| <b>E</b>  |               | Lachine Canal Bridge.....(n.p.)                  | 63      |
| Election of Members.....(n.p.)                    | 25, 25a       | La Have River.....(n.p.)                         | 35      |
| Election Petitions in N. S.....(n.p.)             | 86            | Land Grants to Railways.....(n.p.)               | 101     |
| Electric Lighting.....(n.p.)                      | 81            | Lands sold by C.P.R. Co.....(n.p.)               | 34a     |
| Engraving and Printing.....(n.p.)                 | 69            | Lennox Voters' List.....(n.p.)                   | 41, 41b |
| Estimates, 1893.....                              | 2             | Library of Parliament, Annual Report.....        | 17      |
| Eugenia, Postmaster of.....(n.p.)                 | 82            | Lieutenant Governors, Commission of.....(n.p.)   | 72      |
| Expenditure on Public Works.....                  | 65            | "Lily," H.M.S.....(n.p.)                         | 93      |
| Expenses, Unforeseen.....                         | 22            | Live Cattle from U.S.....                        | 68      |
| Experimental Farms.....(n.p.)                     | 50a           | Live Stock, Tariff on.....(n.p.)                 | 61d     |
| Experimental Farms, Annual Report.....            | 7f            | Lobster Fishery.....                             | 23b     |
| Exports and Imports.....(n.p.)                    | 43            | Location Tickets.....(n.p.)                      | 97      |
| Exports, General.....(n.p.)                       | 54            | London Voters' List.....(n.p.)                   | 41a     |
| Exports to Newfoundland.....(n.p.)                | 44            | Longueuil Wharf.....(n.p.)                       | 48a     |
| <b>F</b>  |               | <b>M</b>   |         |
| Fisheries, Annual Report.....                     | 11            | Mackenzie River Basin Territory.....(n.p.)       | 30      |
| Fisheries on Atlantic coast.....                  | 23e, 23f, 23h | Mail Conductors.....(n.p.)                       | 83      |
| Fisheries Statements and Inspectors' Reports..... | 11a           | Mails, Canada and United Kingdom.....(n.p.)      | 40      |
| Fish, etc., from Newfoundland.....                | 23d           | Manitoba Legislation, Disallowance of.....(n.p.) | 51, 52  |
| Fishing Bounties.....                             | 23            | Manitoba School Case.....                        | 46      |
| Fishing Industry, Newfoundland.....               | 23i           | Map of Dominion.....(n.p.)                       | 67      |
| Fishing Licenses.....                             | 23c           | Marine, Annual Report.....                       | 10      |
| Fishing on Restigouche River.....(n.p.)           | 23a           | Militia and Defence, Annual Report.....          | 19      |
| Flour, Canadian.....(n.p.)                        | 44            | Militia of Canada.....(n.p.)                     | 59      |
| <b>G</b>  |               | Miscellaneous Unforeseen Expenses.....           | 22      |
| Galops Rapids.....(n.p.)                          | 73, 73a       | Mortuary Statistics.....                         | 7d      |
| Gas Lighting.....(n.p.)                           | 81            | Mulgrave Station.....(n.p.)                      | 61      |
| Geological Survey Report.....                     | 13a           | <b>Mc.</b>                                       |         |
| Government Railways, Property near.....(n.p.)     | 61b           | McLellan, John Alexander and Peter.....(n.p.)    | 97      |
| Governor General's Warrants.....                  | 20            | <b>N</b>   |         |
| Governor General's Warrants.....(n.p.)            | 20a           | New Carlisle Wharf.....(n.p.)                    | 48      |
| <b>H</b>  |               | Newfoundland, Admission of, into Canada.....     | 70      |
| Halifax Board of Trade.....(n.p.)                 | 60a           | Newfoundland and Canadian Trade.....(n.p.)       | 60a     |
| High Commissioner, Reports of.....                | 7b            | Newfoundland Bait Act.....23e, 23f, 23h, 23j     |         |
| <b>I</b>  |               | Newfoundland, Exports to.....(n.p.)              | 44      |
| Imports from United States.....(n.p.)             | 55            | Newfoundland Fishing Industry.....               | 23i     |
| Ingram, W. H.....(n.p.)                           | 75            | Newfoundland Fishing Licenses.....               | 23c     |
| Indian Affairs, Annual Report.....                | 14            | Newfoundland, Imports from.....                  | 23d     |
| Indian Reserves in British Columbia.....(n.p.)    | 98            | North-West Assembly.....(n.p.)                   | 103     |
| Inland Revenue, Annual Report.....                | 6             | North-West Mounted Police.....                   | 15      |
| Insurance, Annual Report.....                     | 4             | Nova Scotia Election Petitions.....(n.p.)        | 86      |
| Insurance Companies.....                          | 4a, 4b        | <b>P</b>   |         |
| Intercolonial Railway:                            |               | P.E.I. Tunnel.....(n.p.)                         | 66      |
| Accident on the.....(n.p.)                        | 61a           | P.E.I. Tunnel.....                               | 66a     |
| Expenditure.....                                  | 61c           | Pig Iron.....                                    | 38      |
| Live stock tariff.....(n.p.)                      | 61d           |  |         |
| Discharge of Michael Quinn.....(n.p.)             | 61e           |  |         |
| Interior, Annual Report.....                      | 13            |  |         |

| P  |                  | S  |                 |
|--|------------------|--|-----------------|
| Pontiac County.....                      | (n.p.) 76        | Sick Mariners' Dues.....                 | (n.p.) 78       |
| Pork and Hog Products.....               | (n.p.) 53        | Sorel Bridge.....                        | (n.p.) 63a      |
| Postmaster General, Annual Report.....   | 12               | Soulanges Canal.....                     | (n.p.) 47a, 47b |
| Prince County, P.E.I.....                | (n.p.) 57        | Speaker's Warrants.....                  | (n.p.) 25, 25a  |
| Printing and Engraving.....              | (n.p.) 69        | Spruce and White Pine.....               | (n.p.) 102      |
| Prohibition Petitions.....               | 58               | Standard of Time.....                    | (n.p.) 90       |
| Property near Government Railways.....   | (n.p.) 61b       | St. Césaire Postmaster.....              | (n.p.) 64       |
| Public Accounts, Annual Report.....      | 2                | Steamboat Inspection.....                | 10a             |
| Public Officers' Commissions.....        | 31               | Superannuations, Civil Service.....      | 27              |
| Public Printing and Stationery.....      | 16d              | Supplementary Estimates.....             | 2               |
| Public Works, Annual Report.....         | 8                | Supreme Court.....                       | 56              |
| Public Works, Expenditure on.....        | 65               |  |                 |
| Q  |                  | T  |                 |
| Quebec, Boundaries of.....               | 71               | Temperance Colonization Co.....          | (n.p.) 45, 95   |
| Quebec Superior Court Judges.....        | (n.p.) 87        | Time, Standard of.....                   | (n.p.) 90       |
| Quebec Tonnage Dues.....                 | (n.p.) 60        | Trade and Navigation, Annual Report..... | 5               |
| Quinn, Michael.....                      | (n.p.) 61e       | Treaties of Commerce.....                | 24, 24a         |
| R  |                  | Trent Valley Canal.....                  | 47              |
| Railway Committee of Privy Council.....  | (n.p.) 80, 80a   | Truro, Accident at.....                  | (n.p.) 61a      |
| Railways and Canals, Annual Report.....  | 9                | Tunnel between P.E.I. and Mainland.....  | 66              |
| Railway Statistics.....                  | 9b               | Tunnel between P.E.I. and Mainland.....  | 66a             |
| Receipts and Payments.....               | (n.p.) 26 to 26h | U  |                 |
| Receipts in Unorganized Territories..... | (n.p.) 30        | Unforeseen Expenses.....                 | 22              |
| Restigouche River, Fishing on.....       | (n.p.) 23a       | United States Fishing Vessels.....       | 23c             |
| Rock-slide at Quebec.....                | (n.p.) 94        | W  |                 |
| Royal Commission, Civil Service.....     | 16c, 79          | Waldron Rancho Co.....                   | (n.p.) 104      |
| Royal Commissions.....                   | 84, 84a          | Warrants, Governor General's.....        | 20              |
| S  |                  | Warrants, Governor General's.....        | (n.p.) 20a      |
| Sawdust in Rivers.....                   | (n.p.) 35        | Warrants, Speaker's.....                 | (n.p.) 25, 25a  |
| Secretary of State, Annual Report.....   | 16               | Washington Conference.....               | 37              |
| Senate <i>Hansard</i> .....              | (n.p.) 85        | Weights, Measures and Gas.....           | 6a              |
| Shareholders in Banks.....               | 3                | Welland Election.....                    | (n.p.) 42       |
| Shipments from Canada.....               | (n.p.) 54        | White Pine and Spruce.....               | (n.p.) 102      |
|  |                  | Wood, A. F.....                          | (n.p.) 29       |

See also Alphabetical Index, page 1.

## LIST OF SESSIONAL PAPERS

*Arranged in Numerical Order, with their Titles at full length; the Dates when Ordered and when Presented to both Houses of Parliament; the Name of the Member who moved for each Sessional Paper, and whether it is Ordered to be Printed or Not Printed.*

### CONTENTS OF VOLUME 1.

1. Report of the Auditor General on Appropriation Accounts for the year ended 30th June, 1891. Presented 15th March, 1892, by Hon. G. E. Foster—  
*Printed for both distribution and sessional papers.*

### CONTENTS OF VOLUME 2.

2. Public Accounts of Canada for the fiscal year ended 30th June, 1891. Presented 1st March, 1892, by Hon. G. E. Foster. 2a. Estimates for the year ending 30th June, 1893; presented 14th March, 1892. 2b. Supplementary Estimates for the year ending 30th June, 1892; presented 31st March, 1892. 2c. Supplementary Estimates for the year ending 30th June, 1893; presented 27th June, 1892.....*Printed for both distribution and sessional papers.*
3. List of Shareholders in the Chartered Banks of Canada as on the 31st December, 1891; presented 22nd March, 1892, by Hon. G. E. Foster.....*Printed for both distribution and sessional papers.*

### CONTENTS OF VOLUME 3.

- 3a. Report of dividends remaining unpaid and amounts, or balances, in respect to which no transactions have taken place, or upon which no interest has been paid for five years or upwards, prior to 31st December, 1891, in chartered banks of Canada. Presented 12th May, 1892, by Hon. G. E. Foster.  
*Printed for both distribution and sessional papers.*
4. Report of the Superintendent of Insurance for the year ending 31st December, 1891.  
*Printed for both distribution and sessional papers.*
- 4a. Preliminary abstract of the business of Canadian Life Insurance Companies for the year ending 31st December, 1891. Presented 1st March, 1892, by Hon. G. E. Foster.  
*Printed for both distribution and sessional papers.*
- 4b. Abstract of statements of Insurance Companies in Canada for the year ending 31st December, 1891. Presented 10th May, 1892, by Hon. G. E. Foster.  
*Printed for both distribution and sessional papers.*

### CONTENTS OF VOLUME 4.

5. Tables of the Trade and Navigation of Canada for the fiscal year ended 30th June, 1891, compiled from official returns. Presented 1st March, 1892, by Hon. M. Bowell.  
*Printed for both distribution and sessional papers.*
6. Report, Returns and Statistics of the Inland Revenues of Canada, for the fiscal year ended 30th June, 1891; Part I, Excise, etc. Presented 31st March, 1892, by Hon. J. Costigan.  
*Printed for both distribution and sessional papers.*

## VOLUME 4—Continued.

- 6a. Inspection of Weights, Measures and Gas, being a supplement to the Report of the Department of Inland Revenue, 1891 ..... *Printed for both distribution and sessional papers.*
- 6b. Report on Adulteration of Food, for the fiscal year ended 30th June, 1891.  
*Printed for both distribution and sessional papers.*

## CONTENTS OF VOLUME 5.

7. Report of the Minister of Agriculture of Canada, for the calendar year 1891. Presented 6th April, 1892, by Hon. J. Carling. Appendices to the Report of the Minister of Agriculture of Canada, for the year 1891. Presented 20th June, 1892, by Hon. J. Carling.  
*Printed for both distribution and sessional papers.*
- 7a. Report on Canadian Archives, 1891. Presented 8th April, 1892, by Hon. J. Carling.  
*Printed for both distribution and sessional papers.*
- 7b. Report of the High Commissioner of Canada, with Reports from Agents in the United Kingdom, for the year 1891. Presented 6th April, 1892, by Hon. J. Carling.  
*Printed for both distribution and sessional papers.*
- 7b.\* Supplementary Report of the High Commissioner of Canada. Presented 29th March, 1892, by Hon. G. E. Foster..... *Printed for sessional papers only.*
- 7c. Report on the production and manufacture of Beet Sugar by William Saunders, Director Dominion Experimental Farms. Presented 4th March, 1892, by Hon. G. E. Foster.  
*Printed for both distribution and sessional papers.*

## CONTENTS OF VOLUME 6.

- 7d. Mortuary Statistics of the principal cities and towns of Canada, for the year 1891. Presented 30th May, 1892, by Hon. J. Carling ..... *Printed for both distribution and sessional papers.*
- 7e. Criminal Statistics for the year 1891..... *Printed for both distribution and sessional papers.*
- 7f. Reports of the Director and Officers of the Experimental Farms for the year 1891. Presented 5th July, 1892, by Hon. J. Carling... *Printed for both distribution and sessional papers.*
- 7g. Second Annual Report of the Dairy Commissioner of Canada, for 1891.  
*Printed for both distribution and sessional papers.*

## CONTENTS OF VOLUME 7.

8. Annual Report of the Department of Public Works of Canada, for the fiscal year 1890-91. Presented 21st April, 1892, by Hon. J. A. Ouimet ..... *Printed for both distribution and sessional papers.*
9. Annual Report of the Minister of Railways and Canals, for the past fiscal year, from the 1st July, 1890, to the 30th June, 1891. Presented 6th April, 1892, by Hon. J. Haggart.  
*Printed for both distribution and sessional papers.*

## CONTENTS OF VOLUME 8.

- 9a. Canal Statistics for Season of Navigation, 1891..... *Printed for both distribution and sessional paper*
- 9b. Railway Statistics, and Capital, Traffic and Working Expenditure of the Railways of Canada, for 1891. Presented 30th June, 1892, by Hon. J. Haggart.  
*Printed for both distribution and sessional papers.*
- 9c. Annual Report of the Canals Revenue Branch for 1891.  
*Printed for both distribution and sessional papers.*
10. Twenty-fourth Annual Report of the Department of Marine, for the fiscal year ended 30th June, 1891. Presented 1st April, 1892, by Hon. C. H. Tupper.  
*Printed for both distribution and sessional papers.*
- 10a. Report of the Chairman of the Board of Steamboat Inspection, etc., for calendar year ended 31st December, 1891 ..... *Printed for both distribution and sessional papers*

---



---

### CONTENTS OF VOLUME 9.

- 11.** Annual Report of the Department of Fisheries, for the year 1891. Presented 2nd June, 1892, by Hon. C. H. Tupper.....*Printed for both distribution and sessional papers.*
- 11a.** Fisheries Statements and Inspectors' Reports for the year 1891.  
*Printed for both distribution and sessional papers.*
- 12.** Report of the Postmaster General of Canada, for the year ended 30th June, 1891. Presented 13th April, 1892, by Sir A. P. Caron.....*Printed for both distribution and sessional papers.*
- 13.** Annual Report of the Department of the Interior, for the year 1891. Presented 2nd June, 1892, by Hon. E. Dewdney.....*Printed for both distribution and sessional papers.*
- 13a.** Summary Report of the Geological Survey Department, for the year 1891. Presented 5th May, 1892, by Hon. E. Dewdney.....*Printed for both distribution and sessional papers.*

### CONTENTS OF VOLUME 10.

- 14.** Annual Report of the Department of Indian Affairs for the year ended 31st December, 1891. Presented 9th March, 1892, by Hon. E. Dewdney....*Printed for both distribution and sessional papers.*
- 15.** Report of the Commissioner of the North-West Mounted Police, 1891. Presented 28th June, 1892, by Hon. E. Dewdney. ....*Printed for both distribution and sessional papers.*
- 16.** Report of the Secretary of State of Canada for the year ended 31st December, 1891. Presented 9th July, 1892, by Hon. J. C. Patterson.....*Printed for both distribution and sessional papers.*
- 16a.** The Civil Service List of Canada, 1891. Presented 9th July, 1892, by Hon. J. C. Patterson.  
*Printed for both distribution and sessional papers.*
- 16b.** Report of the Board of Civil Service Examiners for the year ended 31st December, 1891. Presented 1st June, 1892, by Hon. J. C. Patterson... ..*Printed for both distribution and sessional papers.*

### CONTENTS OF VOLUME 11.

- 16c.** Report of the Royal Commission appointed to investigate the working of the Civil Service Act, and other matters connected with the Civil Service generally. Presented 20th May, 1892, by Sir John Thompson.....*Printed for both distribution and sessional papers.*
- 16d.** Annual Report of the Department of Public Printing and Stationery of Canada, for the year ending 30th June, 1891. Presented 15th June, 1892, by Hon. J. C. Patterson.  
*Printed for both distribution and sessional papers.*
- 17.** Report of the Joint Librarians of Parliament for the session of 1892, on the state of the Library of Parliament. Presented 25th February, 1892, by Hon. Mr. Speaker—  
*Printed for sessional papers only.*

### CONTENTS OF VOLUME 12.

- 18.** Report of the Minister of Justice as to Penitentiaries in Canada for the year ended 30th June, 1891. Presented 23rd March, 1892, by Sir John Thompson.  
*Printed for both distribution and sessional papers.*
- 19.** Annual Report of the Department of Militia and Defence of Canada, 31st December, 1891. Presented 7th April, 1892, by Hon. M. Bowell.....*Printed for both distribution and sessional papers.*
- 20.** Statement of Governor General's Warrants issued since the closing of parliament and of the expenditure made on them, in accordance with the Consolidated Revenue and Audit Act. Presented 29th February, 1892, by Hon. G. E. Foster.....*Printed for distribution only.*
- 20a.** Return to an address of the House of Commons to his excellency the Governor General, dated 8th March, 1892, for copies of all reports of ministers of the crown upon which any Governor General's warrants have been issued during the recent recess of parliament, and of the orders in council authorizing such issue. Presented 7th April, 1892.—*Mr. Mulock*.....*Not printed.*
- 21.** Report of the Commissioner, Dominion Police, for the year 1891, under Revised Statutes of Canada, chapter 184, section 5. Presented 29th February, 1892, by Sir John Thompson.....*Not printed.*

## VOLUME 12—Continued.

22. Statement of expenditure under vote for miscellaneous unforeseen expenses, from July, 1891, to date. Presented 1st March, 1892, by Hon. G. E. Foster. . . . . *Printed for distribution only.*
23. Statement in reference to fishing bounty payments for 1890-91, required by chapter 96 of the Revised Statutes of Canada. Presented 1st March, by Hon. C. H. Tupper. . . . . *Printed for sessional papers only.*
- 23a. Return to an order of the House of Commons, dated 3rd August, 1891, for a return of the names of proprietors to whom licenses have been granted for salmon net fishing on the Restigouche River, in the county of Bonaventure, for 1890 and 1891. Presented 3rd March, 1892—Mr. Fauvel. . . . . *Not printed.*
- 23b. Draft of proposed regulations for the lobster fishery. Presented 17th March, 1892, by Hon. C. H. Tupper. . . . . *Printed for distribution only.*
- 23c. Copies of papers relating to the mutual recognition by Canada and Newfoundland of licenses issued to United States fishing vessels, under the *modus vivendi*, and the division of the fees collected by the same. Presented 18th March, 1892, by Hon. C. H. Tupper. . . . . *Printed for sessional papers only.*
- 23d. Return to an order of the House of Commons, dated 14th March, 1892, for a return showing the quantity, value and kinds of fish, fish oil and fish products imported into Canada from Newfoundland, each year, for past five years; also amount of duty thereon which would have been paid if the duties levied upon similar imports from other countries had been levied. Presented 22nd March, 1892.—Mr. White (Shelburne). . . . . *Printed for sessional papers only.*
- 23e. Further papers respecting the fisheries on the Atlantic coast, including the separate arrangement proposed to be entered into by Newfoundland with the United States, and also the enforcement by the government of Newfoundland against Canadian vessels of the Newfoundland Bait Act. Presented 30th March, 1892, by Hon. C. H. Tupper. . . . . *Printed for sessional papers only.*
- 23f. Additional papers respecting the fisheries on the Atlantic coast, including the separate arrangement proposed to be entered into by Newfoundland with the United States, and also the enforcement by the government of Newfoundland against Canadian vessels of the Newfoundland Bait Act. Presented 7th April, 1892, by Hon. C. H. Tupper. *Printed for both distribution and sessional papers.*
- 23g. Return to an order of the House of Commons, dated 6th April, 1892, for a copy of all correspondence between F. Charlebois, of Byng Inlet, North (Ontario), and the fisheries department concerning the payment of a claim for service performed by the said Charlebois for the said department. Presented 21st April, 1892—Mr. Laurier. . . . . *Not printed.*
- 23h. Further papers respecting the enforcement against Canadian fishing vessels by the government of Newfoundland of the Newfoundland Act respecting the sale of bait to foreign fishing vessels. Presented 11th May, 1892, by Sir John Thompson. . . . . *Printed for sessional papers only.*
- 23i. Return to an order of the House of Commons, dated 14th March, 1892, for a return showing the number of Newfoundland vessels and men therein, and number of fixed fishing establishments owned by Newfoundlanders, with number of employees engaged last year in fishing, in whole or in part, within the waters adjacent to Canadian Labrador and Magdalen Islands. Presented 12th May, 1892.—Mr. White (Shelburne). . . . . *Printed for sessional papers only.*
- 23j. Further papers respecting the enforcement by the Newfoundland authorities against Canadian fishing vessels of the Newfoundland Act respecting the sale of bait to foreign vessels. Presented 20th May, 1892, by Sir John Thompson. . . . . *Printed for sessional papers only.*
24. Return to an address of the House of Commons to his excellency the Governor General, dated 21st April, 1890, for copies of any and all communications that may have passed between the imperial and dominion governments with reference to the abrogation of such articles in the various treaties of commerce between her majesty's government and the government of foreign nations as preclude preferential fiscal treatment of goods of British and colonial production by the government of the dominion. Presented 7th March, 1892.—Mr. Laurier. . . . . *Printed for both distribution and sessional papers.*
- 24a. Copy of a despatch from the right honourable the secretary of state for the colonies in reply to an address to her majesty praying that her majesty would take such steps as might be necessary to denounce and terminate the provisions contained in the most-favoured nation clauses of the treaties with the German Zollverein and the kingdom of Belgium. Presented 22nd April, 1892, by Hon. G. E. Foster. . . . . *Printed for sessional papers only.*



VOLUME 12—*Continued.*

- 25.** Return to an order of the House of Commons, dated 3rd March, 1892, showing the date of the Speaker's warrant, the date of the writ, and the date of the appointment of a returning officer, in the case of election of members to the House of Commons, since the close of last session; also a statement of the causes of delay in reference to any of these matters where delays have taken place. Presented 7th March, 1892.—*Mr. Mills (Bothwell)*..... *Not printed.*
- 25a.** Supplementary return to an order of the House of Commons, dated 3rd March, 1892, for a return showing the date of the Speaker's warrant, the date of the writ, and the date of the appointment of a returning officer, in the case of election of members to the House of Commons, since the close of last session; also a statement of the causes of delay in reference to any of these matters where delays have taken place. Presented 3rd June, 1892.—*Mr. Mills (Bothwell)*..... *Not printed.*
- 26.** Ten days' statement of the receipts and payments of Canada, from the 11th to the 20th February, and from the 21st to the 29th February, 1892, and the corresponding periods of 1891. Presented 7th March, 1892, by Hon. G. E. Foster..... *Not printed.*
- 26a.** Ten days' statement of the receipts and payments of Canada, from the 1st to the 10th March instant, and the corresponding period of 1891. Presented 15th March, 1892, by Hon. G. E. Foster.  
*Not printed.*
- 26b.** Ten days' statement of the receipts and payments of Canada, from the 11th to the 20th of March, instant, and the corresponding period of 1891. Presented 23rd March, 1892, by Hon. G. E. Foster.  
*Not printed.*
- 26c.** Ten days' statement of the receipts and payments of Canada, from the 11th to the 20th of April, instant, and the corresponding period of 1891. Presented 22nd April, 1892, by Hon. G. E. Foster.  
*Not printed.*
- 26d.** Ten days' statement of the receipts and payments of Canada, from the 21st to the 30th of April, ultimo, and the corresponding period of 1891. Presented 4th May, 1892, by Hon. G. E. Foster.  
*Not printed.*
- 26e.** Ten days' statement of the receipts and payments of Canada, from the 11th to the 20th May, instant, and the corresponding period of 1891. Presented 30th May, 1892, by Hon. G. E. Foster.  
*Not printed.*
- 26f.** Ten days' statement of the receipts and payments of Canada, from the 21st to the 31st May last, and the corresponding period of 1891. Presented 3rd June, 1892, by Sir John Thompson.—  
*Not printed.*
- 26g.** Ten days' statement of the receipts and payments of Canada, from the 1st to the 10th June, instant, and the corresponding period of 1891. Presented 27th June, 1892, by Hon. G. E. Foster.—  
*Not printed.*
- 26h.** Ten days' statement of the receipts and payments of Canada, from the 21st to 31st June last, and the corresponding period of 1891. Presented 9th July, 1892, by Hon. G. E. Foster. *Not printed.*
- 27.** Statement of all superannuations and retiring allowances in the civil service, giving the name and rank of each person superannuated or retired, his salary, age and length of service, his allowance and cause of retirement, whether vacancy has been filled by promotion or new appointment, etc., for year ended 31st December, 1891. Presented 7th March, 1892, by Hon. G. E. Foster.—  
*Printed for both distribution and sessional papers.*
- 28.** Statement of the affairs of the British Canadian Loan and Investment Company, as on the 31st December, 1891. Presented 9th July, 1892, by Hon. Mr. Speaker..... *Not printed.*
- 29.** Return to an address of the Senate to his excellency the Governor General, dated 4th August, 1891, for a statement in detail of the amount of money paid to A. F. Wood, Esq., for services, etc., as commissioner for canals and railways in different places in 1890. Presented 4th March, 1892.—*Hon. Mr. Flint*..... *Not printed.*
- 30.** Return to an address of the Senate to his excellency the Governor General, dated 5th June, 1891, for a statement of all receipts in the unorganized territories of Keewatin and the Mackenzie River Basin on account of revenue under the Customs Act or otherwise, for the last three years, and of the expenditure for public purposes during the same period. Presented 4th March, 1892.—*Hon. Mr. Girard*..... *Not printed.*

## VOLUME 12—Continued.

31. List of public officers to whom commissions have issued under chapter 19 of the Revised Statutes of Canada, during the past year, 1891. Presented 10th March, 1892, by Sir John Thompson.—  
*Printed in No. 16.*
32. Detailed statement of all bonds and securities registered in the department of the secretary of state of Canada, since last return, 1891, submitted to the parliament of Canada under section 23, chapter 19, of the Revised Statutes of Canada. Presented 10th March, 1892, by Sir John Thompson.  
*Not printed.*
33. Return to an order of the House of Commons, dated 1st July, 1891, for a return giving : 1. The number of Chinese immigrants that have entered Canada since the date of the last return ordered by the House, specifying : (a). The ports at which said Chinese immigrants were entered ; (b). The amount of duty or head-money collected ; (c). The number that entered by virtue of return certificates ; (d). The number of return certificates issued during the same period, and the number of Chinese that during the same period passed through Canada in bond to destinations out of Canada. 2. The number that entered Canada as belonging to the diplomatic or consular service of China. 3. The number of Chinese that entered Canada during the same period, either as tourists, men of science, students or merchants. 4. Copies of all correspondence, if any, between the imperial government and this government, or between this government and the government of China, if any, or between the government of British Columbia and this government, or with any labour organization, or with any company, corporation or person, having reference to the Chinese Restriction Act or suggesting amendments to the same. Presented 10th March, 1892.—*Mr. Gordon.*  
*Not printed.*
34. Return under resolution of the 20th February, 1892, in so far as the same is furnished by the department of interior, respecting the Canadian Pacific Railway Company. Presented 11th March, 1892, by Hon. E. Dewdney.....*Printed for sessional papers only*
- 34a. List of lands sold by the Canadian Pacific Railway Company from the 1st October, 1890, to the 1st October, 1891. Presented 6th April, 1892, by Hon. J. Haggart .....*Not printed.*
35. Return to an order of the House of Commons, dated 13th July, 1891, for a return of all letters, correspondence, petitions and papers, not otherwise brought down, between all persons in the department of marine and fisheries relating to sawdust in the LaHave River, Lunenburg County, N.S., with the object of having the river relieved from the operation of the said act. Also a list of rivers and streams exempted from the operations of the act, and a return of all letters, correspondence, petitions and papers between all persons and the department of marine and fisheries relating to such exemptions. Presented 14th March, 1892.—*Mr. Kaubach and Mr. Flint.*.....*Not printed.*
36. Return of orders in council relating to the department of the interior, in accordance with sub-clause (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 15th March, 1892, by Hon. E. Dewdney.....*Printed for sessional papers only.*
- 36a. Return of orders in council relating to the department of the interior, in accordance with clause 91 of the Dominion Lands Act, chapter 54, Revised Statutes of Canada. Presented 15th March, 1892, by Hon. E. Dewdney .....*Printed for sessional papers only.*
37. Copies of documents relating to the negotiations at the conference recently held at Washington, between the delegates from the Canadian government and the secretary of state of the United States, respecting the extension and development of trade between the United States and Canada, and other matters. Presented 16th March, 1892, by Sir John Thompson.  
*Printed for both distribution and sessional papers.*
38. Statements of the quantity of pig iron manufactured in Canada, upon which bounties are claimed, the names of claimants and the amount paid in each case. Presented 16th March, 1892, by Hon. M. Bowell.....*Printed for sessional papers only.*
39. Return to an address of the Senate to his excellency the Governor General, dated 3rd March, 1892, praying that his excellency will cause to be laid before this House, a copy of the resignation, by the Honourable John Carling, Minister of Agriculture, of the seat in the Senate occupied by him at close of the last session of parliament. Presented 17th March, 1892.—*Hon. Mr. Power.*—  
*Not printed.*

VOLUME 12—*Continued.*

40. Return to an order of the House of Commons, dated 5th May, 1891, for copy of all correspondence between the government or the postmaster general's department with Mr. Andrew Allan or any other parties, for the conveyance of the mails between Canada and the United Kingdom. Presented 18th March, 1892.—*Mr. Mills (Bothwell)*. . . . . *Not printed.*
41. Return (in part) to an order of the House of Commons, dated 14th March, 1892, for copies of all the original lists and papers, including all declarations, notices of appeal, objections to preliminary lists, and relating to all other proceedings, now in the possession of the revising barrister or the clerk of the crown in chancery, in any way affecting the voters' lists for the electoral division of the county of Lennox as settled by the revision of 1891, together with a certified copy of the revised voters' list of 1891 furnished by the revising barrister to the returning officer. Presented 21st March, 1892.—*Mr. Wilson (Lennox)*. . . . . *Not printed.*
- 41a. Return to an address of the House of Commons to his excellency the Governor General of the 21st March, 1892, for: 1. Copies of the judgment given by the revising officer on objections taken to the names of Lewis Allin, S. F. Glass and James P. Moore and 226 others on the voters' list of the city of London, province of Ontario, and which 229 names were subsequently struck off the said voters' list, by the revising officer, on the hearing of the objections, but which were nevertheless printed on the said voters' list is the subject of an appeal, together with copies of the notices of objection to such names and copies of the evidence taken before and decision given by the revising officer on each such name. 2. Copies of all proceedings in appeal taken to the county court judge from the judgment of the revising officer on any or all of such cases, together with any judgment or decision given by such county court judge thereon. 3. Copies of the judgment of the Queen's bench division, high court of justice, Ontario, in the matter of an application to said court for a mandamus to said revising officer in respect of the said votes or any of them, together with copies of the judgment of the court of appeal (Ontario) in respect of the same matter. Presented 11th April, 1892.—*Mr. Sutherland*. . . . . *Not printed.*
- 41b. Supplementary return to an order of the House of Commons, dated 14th March, 1892, for copies of all the original lists and papers, including all declarations, notices of appeal, objections to preliminary lists, and relating to all other proceedings, now in the possession of the revising barrister or the clerk of the crown in chancery, in any way affecting the voters' lists for the electoral division of the county of Lennox as settled by the revision of 1891, together with a certified copy of the revised voters' list of 1891 furnished by the revising barrister to the returning officer. Presented 21st April, 1892.—*Mr. Wilson*. . . . . *Not printed.*
- 41c. Return to an order of the House of Commons, dated 9th May, 1892, for a return showing the number of voters in the several electoral districts of the province of British Columbia, and the number of voters in each polling district of the electoral district. Presented 12th May, 1892.—*Mr. Mara*. . . . . *Not printed.*
42. Return to an address of the House of Commons to his excellency the Governor General, dated 17th March, 1892, for a return of the proceedings had at the trial of the recent election petition relating to the election of a member for the electoral district of the county of Welland, together with the findings of the judges who tried the said petition upon the same, and of all evidence taken thereat; also a certified copy of the case and factums filed upon the appeal from such findings or any of them with the registrar of the Supreme Court of Canada. Also a copy of any report and communication made to Mr. Speaker by the said judges in reference to the said petition. Presented 22nd March, 1892.—*Mr. Tisdale*. . . . . *Not printed.*
43. Return to an order of the House of Commons, dated 7th March, 1892, for a return, in the form used in the statements usually published in the *Gazette*, of the exports and imports from the 1st day of July, 1891, to the 1st day of March, 1892, distinguishing the products of Canada from those of other countries; and comparative statements from the 1st day of July, 1890, to the 1st day of March, 1891. Presented 22nd March, 1892.—*Mr. Sutherland*. . . . . *Not printed.*
44. Return to an order of the House of Commons, dated the 9th March, 1892, for a return showing the total quantity of Canadian flour exported to Newfoundland in each of the years 1890 and 1891; the law and regulations of the Newfoundland Government relating to the importation into that colony of flour; the total quantities of Canadian cattle, beef, pork, hogs and cheese exported to Newfoundland in each of the years 1890 and 1891. Presented 22nd March, 1892.—*Mr. Hughes*. . . . . *Not printed.*

## VOLUME 12—Continued.

45. Supplementary return to an order of the House of Commons, dated 17th March, 1890, for a return of all correspondence, memorials and agreements between the government and the Temperance Colonization Company, together with correspondence of settlers, employees and members of the company, relative to the operations of the said company. Presented 23rd March, 1892.—*Mr. Wallace*.....*Not printed.*
46. Return to an address of the House of Commons to his excellency the Governor General, dated 14th March, 1892, for a copy of the judgment of the Supreme Court in the appealed case of Barrett vs. the City of Winnipeg, commonly known as the "Manitoba School Case." Presented 23rd March, 1892.—*Mr. LaRivière*.....*Printed for both distribution and sessional papers.*
47. Report of the Commissioners appointed to consider the advisability of extending the Trent Valley Canal, and to what extent. Presented 24th March, 1892, by Hon. J. Haggart.  
*Printed for both distribution and sessional papers.*
- 47a. Return to an address of the House of Commons to his excellency the Governor General, dated 10th March, 1892, for a return of all tenders received by the department of railways and canals for sections 11, 12 and 13 of the proposed Soulanges Canal. Such return to comprise : (a) The aggregate amount of each tender ; (b) The quantity of each class of work in the schedules of each section ; (c) The amount of each tender in detail as "moneyed out" by the product of the quantity and price of each item ; (d) Copies of all reports to, and orders in council relative to said tenders ; (e) Copies of all reports of engineers on each of said sections ; (f) Copies in detail of all estimates of engineers on each section, showing quantity, price and amount of each class of work in schedule ; (g) Copies of all correspondence relative to said tenders. Presented 9th May, 1892.—*Mr. Sutherland*.....*Not printed.*
- 47b. Return to an order of the House of Commons, dated 17th March, 1892, for copies of engineers' reports which led to the building of the Beauharnois Canal ; of engineers' reports in favour of the building of the Soulanges Canal, and of reports, letters, etc., from engineers, masters or pilots, objecting to the building of the canal at Soulanges. Presented 9th May, 1892.—*Mr. Bergeron*....*Not printed.*
48. Return to an order of the House of Commons, dated 17th June, 1891, for a return of all payments and cost of construction of the New Carlisle wharf, including amount paid to the crown lands department and owners of timber limits in the county of Bonaventure, for timber used on the said works. Presented 31st March, 1892.—*Mr. Fauvel*.....*Not printed.*
- 48a. Return to an order of the House of Commons, dated 20th July, 1891, for : 1. A detailed statement of work done on the wharves at Longueuil and Boucherville, in the county of Chambly, since the commencement of the said works in 1886. 2. A detailed statement of the several sums expended by the government in connection with the said works, showing the names of persons to whom such several sums were paid, and why and under what arrangement or contract such payments were made. 3. Copies of all reports of engineers on the said wharves, and of the estimates, and also of all letters addressed to the department of public works in relation to the said works. Presented 13th April, 1892.—*Mr. Beausoleil*.....*Not printed.*
49. Copy of a report of a committee of the privy council, appointed to investigate and report upon the cases of irregularity in the civil service as developed in the public accounts committee, etc. Presented 31st March, 1892, by Hon. G. E. Foster.....*Printed for sessional papers only.*
50. Return to an order of the House of Commons, dated 23rd March, 1892, for a return showing the number of cows kept at the Central Experimental Farm between the first day of January, 1891, and the first day of January, 1892. The number of cows of each of the different breeds ; the quantity of milk given by each cow ; the quantity of milk to make a pound of butter ; the quantity of milk sold ; the quantity of butter sold ; where sold, and the prices obtained each month ; the kinds of food given and the value of the same. Presented 31st March, 1892.—*Mr. McMillan (Huron)*.  
*Not printed.*
- 50a. Return to an order of the House of Commons, dated 30th March, 1892, for a statement showing : 1. The number and location of the several experimental farms. 2. The amount expended on each of them since the date of its establishment. 3. The name of each and every employee of each farm, and a statement of the salary and of any other emoluments received from the government by each of them. Presented 2nd June, 1892.—*Mr. Frémont*.....*Not printed.*

VOLUME 12—*Continued.*

51. Return to an address of the House of Commons to his excellency the Governor General, dated 27th May, 1891, for copies of all papers, correspondence and documents, together with reports of the minister of justice and order in council relating to the disallowance of an act passed by the local legislature of the province of Manitoba, on the 31st day of March, 1890, intituled : "An Act respecting the Diseases of Animals." Presented 31st March, 1892.—*Mr. Watson* . . . *Not printed.*
52. Return to an address of the House of Commons to his excellency the Governor General, dated 27th May, 1891, for copies of all papers, correspondence and documents, together with the report of the minister of justice and order in council relative to the disallowing an act passed by the legislature of the province of Manitoba, on the 31st March, 1890, intituled : "An Act to authorize companies, institutions or corporations incorporated out of this province to transact business therein." Presented 31st March, 1892.—*Mr. Watson* . . . *Not printed.*
53. Return to an order of the House of Commons, dated 21st March, 1892, for a return showing the quantities of each of the following classes of pork and hog products imported into Canada from the United States, in each of the years 1888-89, 1889-90 and 1890-91; with the value thereof and amounts of duty and rates levied thereon : Bacon and hams, shoulders and sides; lard, tried or rendered; lard, untried; pork; pork barrelled in brine, made from the sides of heavy hogs, after the hams and shoulders are cut off, and containing not more than sixteen pieces to the barrel of two hundred pounds weight; pork, imported in the carcass for exportation. Presented 31st March, 1892.—*Mr. Hughes* . . . *Not printed.*
54. Return to an order of the House of Commons, dated 21st March, 1892, for a return showing the quantity of the shipments in the following lines from Canada, from 30th June, 1891, to 31st December, 1891, and the country to which shipped: The number of horses of all kinds; the number of sheep; the quantity of eggs; the number of bushels of barley; the quantity of malt; the number of tons of hay; the number of bushels of potatoes; giving the quantity shipped to each country, and the total shipments in the several lines. Presented 31st March, 1892.—*Mr. McMullen* . . . *Not printed.*
55. Return to an order of the House of Commons, dated 21st March, 1892, for a return showing the quantities of beef salted in barrels; dried or salted meats and meats preserved in any other way than salted or pickled; other meats fresh or salted, n. e. s.; butter, cheese and horses imported into Canada from the United States in each of the three years 1888-89, 1889-90 and 1890-91; with the values thereof and rates of duty thereon. Presented 31st March, 1892.—*Mr. Hughes* . . . *Not printed.*
56. General Order No. 86 of the Supreme Court of Canada. Presented 1st April, 1892, by Sir John Thompson . . . *Printed for sessional papers only.*
57. Return to an order of the House of Commons, dated 17th March, 1892, for a statement showing the amount of money expended by the government of Canada in the years 1890-91 on piers, breakwaters, etc., in Prince County, Prince Edward Island; the amount expended on each of these works, the work let by contract and to whom let; also showing the total amount voted during said years and the amount not expended. Presented 5th April, 1892.—*Mr. Perry* . . . *Not printed.*
58. Return to an order of the House of Commons, dated 7th March, 1892, for a statement showing the number of petitions for prohibition presented to the House of Commons during the session of 1891: 1. Total number of petitions presented. 2. Total number of signatures to these petitions. 3. Number of (1) petitions; (2) signatures: (a) presbyterian church; (b) methodist church; (c) baptist church (separate figures for free baptists); (d) episcopal church or church of England; (e.) salvation army. 4. Number of (1) petitions; (2) signatures from each province and each territory; name and figures for each province and each territory separately. 5. Number of separate petitions from churches, courts and temperance societies, or any other bodies signed by officials, giving name of church, court, temperance society, etc., sending such petitions, with number of signatures. Presented 7th April, 1892.—*Mr. Fraser* . . . *Printed for sessional papers only.*
59. Return to an order of the House of Commons, dated 30th March, 1892, for a return showing: 1. The corps of the active militia of Canada that have been drilled (a) annually, (b) biennially, and (c) triennially, in the period 1889-1891, inclusive. 2. The number of qualified combatant officers in in each corps. 3. The number of provisionally appointed officers in each corps, specifying those whose period for qualification has expired. 4. The name, length of service and age of each commanding officer upwards of sixty years of age. 5. The actual strength of, and number of enlistments in, during the year 1891, each of the permanent corps located in Ontario, Quebec and New Brunswick. Presented 7th April, 1892.—*Mr. Hughes* . . . *Not printed.*

## VOLUME 12—Continued.

60. Communication and petition from the Quebec Board of Trade concerning the abolition of all dues collected on tonnage in the port of Quebec, etc. Presented 11th April, 1892, by Hon. C. H. Tupper. .... Not printed.
- 60a. Copy of certain resolutions passed at a meeting of the Halifax Board of Trade relative to the hostile legislative enactments between the Governments of Newfoundland and Canada, the desirability of arranging, if possible, a *modus vivendi*, under the terms of which the hostile tariffs and enactments of both countries should be held in abeyance, until sufficient time be given to enable diplomatic conferences to adjust the whole difficulty, etc. Presented 21st April, 1892, by Hon. C. H. Tupper. .... Not printed.
61. Return to an order of the House of Commons, dated 29th February, 1892, for a detailed statement showing: 1. Traffic at Mulgrave Station for the six months ending 31st December, 1890 and 1891; also for the months of January, 1891 and 1892. The return to include sale of tickets, freight received and freight sent. 2. The number of staff employed during the said month, salaries paid and amount paid for extra labour, with the names of staff and extra labour employed. 3. Return of work done by shunting engine during said periods, and the number of men employed in shunting, and the cost. 4. If there is a yard-master at said station, when he was appointed, whether he has an assistant, and, if so, when such assistant was appointed and what pay each receives. 5. The number of men employed in the scow at the said station, their names, and whether they are paid by the hour or by the day and at what rate. Presented 13th April, 1892.—*Mr. Fraser.* Not printed.
- 61a. Return to an order of the House of Commons, dated 4th April, 1892, for copies of all reports and correspondence between the department of railways and canals and the superintendents of the different services of the Intercolonial Railway, in reference to an accident to a train at Truro, in charge of Conductor H. D. Archibald, and his subsequent dismissal. Presented 11th May, 1892.—*Mr. Patterson (Colchester)* .... Not printed.
- 61b. Return to an order of the House of Commons, dated 2nd May, 1892, for a return showing the amount of additional property purchased on or adjacent to government railways for increased accommodation or other purposes; the quantity purchased or paid for within the period from the 1st of July, 1891, to the 1st of April, 1892; the party from whom purchased; the price paid; the purpose for which the property is used or is to be used. Presented 11th May, 1892.—*Mr. McMullen.* Not printed.
- 61c. Return to an Order of the House of Commons, dated 13th of April, 1892, for a return containing a statement of the expenditure out of income made for permanent improvements, extensions, additions and betterments, exclusive of works of ordinary maintenance and renewals, on account of the Intercolonial Railway from 30th June, 1881, to 1st July, 1891. The return to show such expenditure in summary form for each branch of service as nearly as can be conveniently ascertained from the accounts. Presented 25th May, 1892.—*Mr. McDougald (Pictou).*  
Printed for sessional papers only.
- 61d. Return to an order of the House of Commons, dated 9th May, 1892, for a return showing: 1. Tariffs in force on live stock on the Intercolonial Railway, and all changes in same during last five years. 2. Number of cattle shipped from Sackville, Nappan, Aulac and Amherst stations each year, with destination, distinguishing between car load lots and less than car load lots. Presented 9th June, 1892.—*Mr. Wood (Westmoreland)* .... Not printed.
- 61e. Return to an order of the House of Commons, dated 23rd March, 1892, for copies of all evidence taken at an inquiry held at Lévis, in the month of February, 1892, respecting the discharge of Michael Quinn, a permanent employee in the shops of the Intercolonial Railway at Hadlow, Lévis; and of all correspondence between Alfred Drake, Chief Mechanical Engineer for the said railway at Hadlow, and the railway officials at Moncton, in relation to the dismissal of the said Michael Quinn. Presented 5th July, 1892.—*Mr. Guay.* Not printed.
62. Return to an order of the House of Commons, dated 30th March, 1892, for copies of all petitions, correspondence, letters, telegrams and memoranda received since 1887, asking for or referring to the subsidizing of the Annapolis and Atlantic Railway Company or a line of railway from Liverpool and Shelburne to Annapolis, passing through Caledonia. Presented 13th April, 1892.—*Mr. Forbes.* Not printed.
63. Return to an order of the House of Commons, dated 28th March, 1892, for a return of all petitions of boards of trade, railway companies, and documents generally, concerning the construction of a new bridge across the Lachine Canal at Montreal. Presented 13th April, 1892.—*Mr. Curran.*  
Not printed.

VOLUME 12—*Continued.*

- 63a.** Return to an order of the House of Commons, dated 11th May, 1892, for copies of all documents, memorials and correspondence between the government and the corporation and board of trade of the town of Sorel and other persons, respecting the granting of a subsidy for the construction of a bridge on the Richelieu River to connect the town of Sorel with the Montreal and Sorel Railway. Presented 25th May, 1892.—*Mr. Brunau*..... *Not printed.*
- 64.** Return to an order of the House of Commons, dated 23rd March, 1892, for copies of correspondence exchanged between the government and the postmaster of St. Césaire, county of Rouville, or any other person, with reference to deposits of money to be made by the said postmaster. Presented 19th April, 1892.—*Mr. Brodeur*..... *Not printed.*
- 65.** Return to an order of the House of Commons, dated 18th June, 1891, for a return showing the amount of money expended, and the year of expenditure, in each electoral district since confederation, under the following heads: 1. Public buildings. 2. Harbours and rivers. 3. Roads and bridges. Presented 26th April, 1892.—*Mr. Landerkin*..... *Printed for sessional papers only.*
- 66.** Return to an order of the House Commons dated 1st July, 1891, for a return of all correspondence, telegrams, letters, reports, estimates and other documents relating to the surveys for, and construction and cost of a sub-marine tunnel between Prince Edward Island and the mainland. Presented 27th April, 1892.—*Mr. Davies*..... *Not printed*
- 66a.** Return to an order of the House of Commons, dated 23rd March, 1892, for all correspondence, reports, etc., which may have taken place between the government of Canada and Sir Douglas Fox, or any other engineer, since the 1st day of September, 1891, having reference to building a tunnel from Prince Edward Island to the mainland across the Straits of Northumberland. Presented 3rd May, 1892.—*Mr. Perry*..... *Printed for sessional papers only.*
- 67.** Return to an order of the House of Commons, dated 9th March, 1892, that a map of the Dominion be laid upon the table showing the boundaries of townships, counties and electoral divisions in each province, and the number of votes polled in each township for each candidate at the general election in March, 1891. Presented 27th April, 1892.—*Mr. Mills (Bothwell)*..... *Not printed.*
- 68.** Return to an address of the House of Commons to his excellency the Governor General, dated 14th March, 1882, for copies of all correspondence between the government of Canada or any member thereof, and the British government, or between the government of Canada and any person or persons, relating to the admission of live cattle from the United States. Also for copies of all orders in council relating to the same. Presented 29th April, 1892.—*Mr. Somerville*.  
*Printed for sessional papers only.*
- 69.** Return to an order of the House of Commons, dated 14th March, 1892, for a return of copies of all tenders received for engraving and printing since 1882, and of all contracts entered into for the same, including the contract beginning in this present year; also all correspondence relating to the subject since 1882. Presented 3rd May, 1892.—*Mr. Somerville*..... *Not printed.*
- 70.** Return to an address of the House of Commons to his excellency the Governor General, dated 30th March, 1892, for a return of all correspondence, telegrams or other documents between the government of Canada and the imperial government or the government of Newfoundland, or between any member or representative of either of such governments respecting the admission of Newfoundland into the dominion of Canada; including all correspondence or telegrams to and from the high commissioner on the subject; and all reports to and minutes of council thereon. Also copies of any terms or offers which may have been submitted to the government of Newfoundland or any member thereof, with respect to the admission of that island into the dominion. Presented 4th May, 1892.—*Mr. Davies*..... *Printed for sessional papers only.*
- 71.** Return to an address of the House of Commons to his excellency the Governor General, dated 10th March, 1892, for copies of all correspondence, memorials, departmental orders, and orders in council respecting the north-western, northern and eastern boundaries of the province of Quebec, received or passed during the last five years and not already laid before this House, together with all the reports of surveys or explorations ordered thereon by the government of Canada during the same period. Presented 5th May, 1892.—*Sir H. Langevin*.  
*Printed for sessional papers only.*
- 72.** Return to an address of the House of Commons to his excellency the Governor General, dated 9th May, 1892, for a copy of the instructions appended to commission of the lieutenant governors of the provinces of Canada. Presented 9th May, 1892.—*Mr. Laurier*..... *Not printed.*

## VOLUME 12—Continued.

73. Return to an order of the House of Commons, dated 14th March, 1892, for a return of all correspondence, engineers' reports, petitions or other documents relating to the survey or deepening of the channel of the Galops Rapids, and for a statement of the work performed by the chain tug "Iroquois," owned by the government, and of the services performed by one John Stitt, in connection with said tug. Presented 9th May, 1892.—*Mr. Somerville*..... *Not printed.*
- 73a. Return to an order of the House of Commons, dated 11th March, 1892, for a return of all surveys, plans, specifications, contracts, reports and papers connected with the new channel in the Galops Rapids. 2. All reports of engineers as to the striking of steamer "Traveller" in Galops Rapids, in October, 1889. 3. All reports from any steamboat captain who may have reported as to the state of said channel. 4. Statement of cost of investigation by engineers in 1891. 5. Reports from engineers sent to investigate said channel in 1891. 6. Copies of evidence given as to the depth, quantities, etc. Presented 30th May, 1892.—*Mr. Reid*..... *Not printed.*
74. Return to an address of the House of Commons to his excellency the Governor General, dated 4th April, 1892, for copies of the original letters patent of incorporation of the Dominion Cotton Mills Company (Limited), and of the supplementary letters patent increasing the capital stock of the said company from \$100,000 to \$5,000,000, and copies of all correspondence, petitions, statements and evidence submitted to the government in support of the issue of such supplementary letters patent. And also for copies of the original letters patent incorporating the Canadian Coloured Cotton Mills Company (Limited), and of the supplementary letters patent increasing the capital stock of the said company from \$100,000 to \$5,000,000, and copies of all correspondence, petitions, statements and evidence submitted to the government in support of the issue of said supplementary letters patent. Presented 9th May, 1892.—*Mr. Edgar*..... *Not printed.*
75. Return to an order of the House of Commons, dated 2nd May, 1892, for all correspondence concerning the appointment of Mr. W. H. Ingram as Collector of Customs at St. Thomas, Ont. Presented 10th May, 1892.—*Mr. Casey*..... *Not printed.*
76. Return to an address of the House of Commons to his excellency the Governor General, dated 2nd May, 1892, for copies of all correspondence, memorials and documents exchanged between the government, or any member thereof, and any persons, companies or corporations as to the propriety or advisability of relieving or recouping the county of Pontiac railway indebtedness. Presented 11th May, 1892.—*Mr. Murray*..... *Not printed.*
77. Return to an order of the House of Commons, dated 2nd May, 1892, for a detailed copy of the certificate of acting chief engineer that \$32,000 paid to Bancroft & Connolly was done in addition to all previous certificates on Kingston Graving Dock, as mentioned in Auditor General's Report, page C—119. Presented 12th May, 1892.—*Mr. Gibson*..... *Not printed.*
78. Return to an order of the House of Commons, dated 14th March, 1892, for: 1. Copy of the circular issued on the 10th June, 1891, by the department of marine, relative to sick mariners' dues in Canada. 2. A list of persons to whom such circular was addressed. 3. Copy of all answers received. Presented 16th May, 1892.—*Mr. Laurier*..... *Not printed.*
79. Report of the Royal Commission appointed to investigate the working of Civil Service Act, and other matters connected with the Civil Service generally. Presented 20th May, 1892, by Sir John Thompson..... *See No. 16c.*
80. Return to an address of the House of Commons to his excellency the Governor General, dated 2nd May, 1892, for a return stating, for the last year (1891): 1. The number of applications which were made to the railway committee of the privy council for an adjudication, order or direction respecting any of the matters or things which, under the provisions of the Railway Act, the railway committee had power or authority to deal with. 2. Showing in general terms the nature of the application. 3. The names of the members of the honourable the privy council who (a) Heard each of the applications; (b) Who were present at any one or more adjourned hearings thereof, and at the final adjudication thereof; (c) In cases in which adjournments took place, the dates of hearing, and subsequent adjournment or adjournments of final adjudication. 4. Statement showing how each of said applications was disposed of, viz.: Granted or refused, or partially granted. Presented 25th May, 1892.—*Mr. McCarthy*..... *Not printed.*
- 80a. Return to an address of the House of Commons to his excellency the Governor General, dated 2nd May, 1892: 1. For a statement of all applications or complaints made to the railway committee of the privy council respecting the matters or things referred to in sub-sections (k), (l), (m), (n) and



## VOLUME 12—Continued.

- (p) of clause eleven of the Railway Act. 2. By or against whom such complaints were made. 3. The manner in which the same were dealt with or disposed of. Presented 25th May, 1892.—*Mr. McCarthy*.....*Not printed.*
- 81.**—(1891.) Return to an address of the House of Commons to his excellency the Governor General, dated 3rd June, 1891, for copies of all correspondence between the imperial government and the government of Canada, on the subject of the copyright laws of Canada, and all other papers relating thereto, not already brought down. Presented 24th August, 1891.—*Mr. Edgar*.  
*Printed for sessional papers only.*
- 81.** Return (in part) to an order of the House of Commons, dated 23rd March, 1892, for a return showing which of the dominion buildings in Canada are lighted by electricity; the respective system used in each such building, whether arc or incandescent; the number of sixteen candle-power lamps or their equivalents used in each such building; the cost per lamp of sixteen candle power or equivalent in each building; and the average annual cost for lighting each such building. Also showing in what buildings the plants are owned and maintained by the government, and in cases where not so owned and maintained, from whom the current is obtained or supplied, and whether from central station or private parties; also whether in cases of leased currents the renewal lamps are supplied at government expense, and if so, in what buildings and at what annual cost; also the names of the parties contracting to light any of such buildings, with the names of the buildings, and the dates and duration of each such contract. Also showing which of the public buildings of the dominion are lighted with gas, and the annual cost of lighting each such building. Presented 25th May, 1892 ..... *Not printed.*
- 82.** Return to an order of the House of Commons, dated 2nd May, 1892, for a return giving all papers, letters, petitions, applications and every other document relating to the dismissal of the postmaster of Eugenia, and the appointment of his successor. Presented 30th May, 1892.—*Mr. Landerkin*—*Not printed.*
- 83.** Return to an order of the House of Commons, dated 16th May, 1892, for a return showing the names of the mail conductors superannuated, their number of years of service, the salary given to each of them during the last year of service, and also the names of those who have had several years added to their period of service. Presented 30th May, 1892.—*Mr. Brodeur*.....*Not printed.*
- 84.** Return to an order of the House of Commons, dated 1st March, 1892, for a return showing the number of royal commissions that have been issued in each and every year since confederation, and to whom issued, together with the subject inquired into, giving the cost of each and the total cost of all. Presented 1st June, 1892.—*Mr. Landerkin*.....*Printed for sessional papers only.*
- 84a.** Supplementary return to an order of the House of Commons, dated 1st March, 1892, for a return showing the number of royal commissions that have been issued in each and every year since confederation, and to whom issued, together with the subject inquired into, giving the cost of each and the total cost of all. Presented 9th June, 1892.—*Mr. Landerkin*.—  
*Printed for sessional papers only.*
- 85.** Statement of number of hours of setting upon the daily Senate *Hansard*, and number of ems set, including corrections, up to 20th May. Presented 2nd June, 1892, by Hon. Sir J. C. Abbott.—*Not printed.*
- 86.** Return to an address of the House of Commons to his excellency the Governor General, dated 25th April, 1892, for a copy of the petition presented and filed in the supreme court of Nova Scotia, under the Dominion Controverted Elections Act, against the election and return of Joseph A. Gillies, for the county of Richmond, Nova Scotia, at the general election holden on the 5th March, 1891; together with the dates of filing and service of such petition; and also all papers and documents in connection with the following proceedings in the supreme court of Nova Scotia: 1. Application to the honourable the chief justice extending the time for setting the petition down for trial. 2. Application to set the petition down for trial returnable before the Honourable Mr. Justice Weatherbe, and the Honourable Mr. Justice Graham, but heard by the Honourable Judge Weatherbe, sitting alone, on the 19th day of November, 1891. 3. The order made by the said Judge Weatherbe, sitting alone, for the trial of the said petition, fixing the 8th of December, 1891, the date for said trial. 4. The notice of appeal, dated 28th November, 1891, from this decision of the Honourable Judge Weatherbe, to the supreme court of Nova Scotia, the grounds of appeal being as follows: (a) Because there was no jurisdiction to make said order, or the portion

VOLUME 12—*Continued.*

thereof extending time; (b) Because six months had elapsed since the presentation of the petition; (c) Because the time and place of trial were not fixed within six months from the presentation of the petition; (d) Because the extension of time granted by said order was not made on application for that purpose, supported by affidavits, and it does not appear from such order, and it was not made to appear when the same was made, that the requirements of justice rendered such enlargement necessary; (e) Because the respondent had no notice of any application to extend the time for the commencement of the trial herein; (f) Because one judge has no jurisdiction to fix the time and place of trial; (g) Because the trial of the petition cannot be commenced during the term of the court at which the judges assigned to try the said petition are bound to sit. 5. The notice of motion on said appeal for the 3rd day of December, 1891. 6. The appointment by the Honourable Judge Weatherbe, then senior judge, for a hearing before the supreme court on the said 3rd day of December, 1891. 7. The postponement of this hearing until a later day. 8. The judgment of the supreme court upon this case. 9. The rule of the supreme court, dated the 19th day of December, 1891, setting aside the order of the Honourable Judge Weatherbe fixing the date of the trial of said petition. 10. The date on which the Honourable Judge Weatherbe and the Honourable Judge Graham received a copy of the order of the supreme court setting aside the said order of Judge Weatherbe for trial. 11. The date on which the said judges reported to the Honourable the Speaker of the House of Commons that the said petition had been heard by them, and that they had declared the election of the said Joseph A. Gillies void, and his seat in parliament vacant. 12. The date upon which application was made to the Honourable Judge Weatherbe to defer the decision in the petition pending the decision of the supreme court of Nova Scotia on the question of jurisdiction, and the refusal of this application. Also copies of the several petitions presented and filed in the supreme court of Nova Scotia under the Dominion Controverted Elections Act, against the election and return of Hon. Sir John Thompson, Hon. C. H. Tupper, Mr. C. E. Kaulbach, Mr. J. B. Mills, Mr. N. W. White and Mr. Hugh Cameron, for six of the several counties of the province of Nova Scotia, at the general election held on the 5th March, 1891. Also all papers and documents in connection with the various proceedings in the said cases in the supreme court of Nova Scotia. Presented 3rd June, 1892.—*Mr. Gillies and Mr. Forbes.*

*Not printed.*

87. Return to an address of the House of Commons to his excellency the Governor General, dated 30th March, 1892, for copies of all accounts, claims and certificates presented and transmitted (from 1st July, 1885, to this day) to the dominion government, by each of the judges of the superior court for the province of Quebec, in his capacity as such, for all travelling expenses and hotel expenses, in any place other than that in which such judge had orders to reside, or did in fact reside, either for sitting or for acting therein, or for holding therein (in such capacity) any court in civil, criminal or other matters; together with a detailed statement of the several sums paid in conformity with such accounts, claims and certificates. Presented 3rd June, 1892.—*Mr. Flint.*

*Not printed.*

88. Further supplementary return to an address of the Senate, to his excellency the Governor General, dated 14th September, 1891, for all correspondence between his excellency the Governor General and the Lieutenant Governor of the province of Quebec, in connection with the Baie des Chaleurs Railway, and all other papers and correspondence in the possession of the government on that subject. Presented 31st May, 1892.—*Hon. Mr. Miller.*.....*Not printed.*
89. Return to an order of the House of Commons, dated 25th April, 1892, for a return of the amount of crude cotton-seed oil imported into Canada during the year 1891; also the amount of refined cotton-seed oil imported into Canada during the year 1891. Presented 7th June, 1892.—*Mr. McKay.*

*Not printed.*

90. Return to an address of the Senate to his excellency the Governor General, dated 5th May, 1892, for copies of all letters, communications and reports in the possession of the government, having relation to the fixing of a standard of time, and which have been received subsequent to May, 1891. Presented 14th June, 1892.—*Hon. Mr. Sullivan.*.....*Not printed.*
91. Return to an order of the House of Commons, dated 10th June, 1892, for a copy of the Reports of the British Farm Delegates, Messrs. McQueen and Davey, on the Maritime Provinces. Presented 15th June, 1892.—*Mr. McMillan (Huron).*.....*Not printed.*
92. Return to an order of the House of Commons, dated 15th June, 1892, for a copy of the minutes of the evidence taken at the trial, under the Dominion Controverted Elections Act, of the case of A. Sturton *et al*, petitioners, *vs.* P. V. Savard, defendant, in relation to the election for the counties of Chicoutimi and Saguenay, in the year 1891. Presented 15th June, 1892.—*Sir John Thompson.*

*Not printed.*

VOLUME 12—*Continued.*

93. Return to an order of the House of Commons, dated 18th June, 1891, for copies of all papers and correspondence in the department of marine and fisheries, relating to the saving of the lives of part of the crew of H.M.S. "Lily," wrecked on the coast of Labrador, in September, 1889. Presented 17th June, 1892.—*Mr. Edgar*..... *Not printed.*
94. Return to an address of the House of Commons to his excellency the Governor General, dated 10th August, 1891, for copies of all orders in council, memorials, correspondence and documents respecting the rock-slide from the citadel at Quebec, on the 19th September, 1889. Presented 24th June, 1892.—*Mr. Frémont*..... *Not printed.*
95. Return to an order of the House of Commons, dated 4th April, 1892, for: 1. Return of all correspondence, papers, complaints or memoranda of any kind in relation to "The Temperance Colonization Society," received since or not included in a return furnished the House in 1890. 2. List of all stockholders of the company, 1st May, 1885, with amounts paid on calls of the shares, whether in cash, land credits, or otherwise, each year to date, stating what shares were forfeited, when and why. 3. List of stockholders at date of return, showing when they became such, with dates and amount of shares purchased, with price per share. (a) Number of calls on all shares, with details, dates, etc. 4. Amount earned in fees by directors each year to date. 5. Amount of money invested each year, and in what. (a) Total amount received on account of scrip and land sales to date. 6. List of scrip holders, with post office address, who purchased from the company (scrip issued) prior to 1st June, 1882, and since that date, giving date of issue, amount of land purchased by each, price per acre, amount paid thereon to date; showing if cancelled, when and on what conditions. 7. List of all other contracts for purchase of land issued, whether exchanged for scrip, amounts paid to date, whether contract is still in existence, why cancelled, and when. 8. Amount and details of land sales now current and for which land is to be supplied by the company. 9. List of all persons whose scrip was located on even-numbered sections in 1883, showing where located, new location subsequently, if any, with form of contract of even-numbered location. 10. List of homestead settlers in 1885. List at date (actual residents). 11. When contract with the company and government expired, with conditions of extension, if any; conditions of final settlement. 12. List of lands to be conveyed to the company under such settlement. The foregoing information to be furnished, if practicable, under affidavit of the president and accountant. Presented 30th June, 1892.—*Mr. Sproule*..... *Not printed.*
96. Census of Canada.—Bulletin No. 11. Nationalities. Birth places of the people. Presented 30th June, 1892, by Hon. J. Carling... *Not printed.*
97. Return to an address of the House of Commons to his excellency the Governor General, dated 2nd May, 1892, for a copy of location ticket granted to John Alexander McLellan, of Cockburn Island, for lot 15 in the 5th concession, Cockburn Island; copy of all affidavits or declarations, letters and other papers from any person or persons to the department, or any officer of the department, in any way relating to said lot or the cancellation of the said ticket; and copy of any order made for the cancellation of said ticket. Also for a copy of the location ticket granted for lot 16 in the 4th concession, Cockburn Island, and any assignment or transfer thereof to Peter McLellan; copy of affidavits or declarations, letters and other papers from any person or persons to the department in any way relating to said lot or the cancellation of the said ticket, and copy of any order made for the cancellation of said ticket. Presented 5th July, 1892.—*Mr. Lister*..... *Not printed.*
98. Return to an order of the House of Commons, dated 28th March, 1892, for a return showing: 1. The number of Indian reserves in British Columbia. 2. The location of each and name of tribe to whom allotted. 3. The area in acreage of each. 4. The area cultivated on each reserve. 5. The population of each tribe when reserves were first established. 6. The present population of each tribe. 7. The area (estimated) of pastoral land on each reserve. 8. The number of horses, cattle and sheep owned by each tribe. 9. The estimated area of timber land on each reserve. Presented 5th July, 1892.—*Mr. Barnard*..... *Not printed.*
99. Copy of a report of a committee of the honourable the privy council, approved by his excellency the Governor General in council, on the 17th June, 1892, on the subject of a despatch dated 4th November, 1891, from Lord Knutsford, inviting an expression of the views of the Canadian government upon the complaint of alleged discrimination on the part of the government of Canada against citizens of the United States in the matter of canal tolls. Presented 6th July, 1892, by Sir John Thompson..... *Printed for sessional papers only.*

VOLUME 12—*Continued.*

- 100.** Return to an address of the Senate to his excellency the Governor General, dated 10th June, 1892, for a return of subsidy paid the Albert Southern Railway Company, showing the dates when paid, and to whom paid; also copies of all correspondence in reference to the payment of the said subsidy, and of all letters or telegrams asking for payment of same or relating thereto; also copies of all returns or reports of government engineers or inspectors, who inspected or reported on said road. Presented 6th July, 1892.—*Hon. Mr. Power*.....*Not printed.*
- 101.** Return to an order of the House of Commons, dated 9th May, 1892, for a return showing: 1. The total number of acres of public lands granted in Manitoba and the Canadian North-West in aid of railway construction, up to 26th April, 1892. 2. The name of each railway company or line to which a land grant has been made; the length of each line thus aided by land grant, and the number of acres granted to each company or line. 3. The total number of acres of land in Manitoba and the Canadian North-West which have been earned up to 26th April, 1892, under provisions of grants through completion of lines or portions of lines to which land grants have been made. 4. The name of each railway company or line which has earned the whole or a portion of its land grant, with the number of acres earned by each of such lines. Presented 9th July, 1892.—*Mr. Charlton*.....*Not printed.*
- 102.** Return to an order of the House of Commons, dated 21st March, 1892, for a map of Canada showing the areas of spruce and white pine timber, respectively, now standing. Presented 9th July, 1892.—*Mr. Ives*.....*Not printed.*
- 103.** Return to an address of the House of Commons to his excellency the Governor General, dated 25th April, 1892, for copies of all resolutions and memorials passed by the North-West Assembly at its last session and addressed to the government. Presented 9th July, 1892.—*Mr. Davin*...*Not printed.*
- 104.** Return to an address of the House of Commons to his excellency the Governor General, dated 21st March, 1892, for copies of all letters, correspondence, petitions, etc., relating to the claims or settlement, or proposed settlement of claims of settlers on the Waldron Rancho Company's territory; copies of all complaints made regarding the treatment settlers have been subject to by the company. Presented 9th July, 1892.—*Mr. McMullen*.....*Not printed.*
- 105.** Return to an order of the House of Commons, dated 28th March, 1892, for a return showing the quantity of binding twine imported for consumption in the Dominion, from the 1st of July, 1891, up to the first day of January, 1892; the country from which the same was imported, and the amount of duty paid thereon. Presented 9th July, 1892.—*Mr. Campbell*.....*Not printed.*

SUPPLEMENT

TO THE

ANNUAL REPORT OF THE DEPARTMENT OF RAILWAYS AND CANALS

For the Year ended 30th June, 1891

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CANAL STATISTICS

FOR

SEASON OF NAVIGATION

1891



OTTAWA

PRINTED BY S. E. DAWSON, PRINTER TO THE QUEEN'S MOST  
EXCELLENT MAJESTY

1892.

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CONTENTS.

|   | PAGES.     |
|---|------------|
| REPORT of B. H. Teakles for the Season of Navigation ended 31st December, 1891, with the following tables to page 44 .....                                | 1 to 44    |
|   | PAGE.      |
| Tonnage of certain articles through all the Canals of New York.....   | 46         |
| do do do the Welland Canal.....   | 48         |
| do do cleared at Buffalo and Tonawanda through the Erie Canal.....  | 50         |
| do do cleared at Oswego through the Erie Canal.....   | 51         |
| do do cleared downwards on the Welland Canal.....   | 52         |
| do do through the Welland Canal in transit between Ports in the United States.....  | 53         |
| Tonnage of Vegetable Food carried on Welland and New York Canals and the two principal railways competing for the carrying trade to tide-water.....       | 54         |
| Statement of Freight passed down the Welland Canal in Canadian and United States Vessels....  | 55         |
| do large class of Vessels lightened at Port Colborne .....  | 59         |
| do Freight passed Eastward from Lake Erie to Montreal.....  | 65         |
| do do Westward from Montreal to Lake Erie.....  | 67         |
| do do Eastward through Welland Canal, from United States Ports to United States Ports .....   | 69         |
| do Vessels and their Cargoes of Grain from Ports west of Port Colborne to Montreal, quantity transhipped at Kingston and quantity taken to Montreal. .... | 71         |
| do quantity of Grain passed down Welland Canal to Kingston in Canadian and United States Vessels.....   | 74         |
| Comparative Statement of quantity of Grain to Kingston for 1890 and 1891.....   | 76         |
| Statement of the quantity of Oats arrived at Montreal <i>viâ</i> Canal and Railways; and shipments..  | 76         |
| do quantity of Coal through the Welland Canal.....  | 76         |
| do do do in Canadian and United States Vessels.....   | 77         |
| do do St. Lawrence Canals.....  | 77         |
| do quantity of Freight passed down the Welland Canal to Montreal, quantity to Ontario Ports, and quantity to United States Ports.....                     | 78         |
| Recapitulation.....   | 88         |
| Summary Statement of Freight passed down the Welland Canal on which full Tolls were paid...   | 86         |
| Comparative Statement of Revenue on all the Canals for 1890 and 1891.....   | 90         |
| do Vegetable Food and Lumber passed through all the Canals, for 1890 and 1891.....  | 93         |
|   | PAGES.     |
| Statistics of Canal Traffic.....  | 94 to 154  |
| Tariff .....  | 156 to 168 |

| No. of STATEMENT.  | PAGE. |
|--|-------|
| 6 Welland Canal, Details of Traffic, arranged Alphabetically.....      | 94    |
| 7 do do Through Traffic do .....                                       | 98    |
| 8 do do Way do do .....  | 102   |
| 9 St. Lawrence Canals, Details of Traffic arranged Alphabetically..... | 106   |
| 10 do do Through Traffic arranged Alphabetically.....                  | 110   |
| 11 do do Way do do .....   | 114   |

| No. OF<br>STATEMENT. |  | PAGE. |
|----------------------|--|-------|
| 12                   | Ottawa Canals, Details of Traffic arranged Alphabetically.....                             | 118   |
| 13                   | Chambly Canal do do .....  | 122   |
| 14                   | Rideau Canal do do .....   | 125   |
| 15                   | St. Peter's Canal do do .....  | 128   |
| 16                   | Trent Valley Canals do do .....  | 129   |
| 17                   | Murray Canal do do .....   | 132   |
| 18                   | Statement of Traffic on the above mentioned Canals, according to Classes.....              | 136   |
| 19                   | Summary Statement of Traffic on the above Canals .....                                     | 142   |
| 20                   | Statement of the amount of Tolls accrued each month on all the Canals.....                 | 148   |
| 21                   | Statement of Number, Tonnage and Nationality of Vessels passed through all the Canals..... | 150   |
| 21½                  | Comparative Statement of Grand Total Freight passed through all the Canals.....            | 154   |
| 22                   | Tariff .....   | 156   |

# SUPPLEMENT

TO THE

## ANNUAL REPORT OF THE DEPARTMENT OF RAILWAYS AND CANALS.

DEPARTMENT OF RAILWAYS AND CANALS,  
CANALS REVENUE BRANCH,  
OTTAWA, 3rd March, 1892.

SIR,—I have the honour to submit herewith my report on the traffic and revenue of the various canals for the season of navigation for 1891.

In addition to the usual statistics submitted, I have included certain information relative to the traffic on the great lakes and the comparative advantages of the Canadian and United States routes to the seaboard.

### REVENUE.

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

|               |              |
|---------------|--------------|
| For 1890..... | \$348,059 51 |
| 1891.....     | 350,351 97   |

By comparing the statistics of 1890 with 1891, it will be seen that the gross revenue has increased \$2,292.46.

The several increases and decreases are as follows:—

|                            | Increase.   | Decrease.  |
|----------------------------|-------------|------------|
| On the Welland Canal.....  | \$5,734 38  |            |
| “ St. Lawrence Canals..... | 3,363 31    |            |
| “ Chambly Canal.....       | 1,350 13    |            |
| “ Rideau Canals.....       |             | \$ 142 88  |
| “ Ottawa Canals.....       |             | 7,793 97   |
| “ St. Peter's Canal.....   |             | 138 16     |
| “ Trent Valley Canals..... |             | 5 21       |
| “ Murray Canal.....        |             | 75 14      |
| Total.....                 | \$10,447 82 | \$8,155 36 |
| Total increase.....        | 2,292 46    |            |



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

There were refunded on grain in 1890 tolls to the amount of \$41,635.46, and in 1891, \$49,834.98, which makes an actual decrease of revenue for 1891 of \$6,907.06.

In compliance with the renewed request of forwarders and shippers of Montreal for a continuance of the reduction of tolls on certain agricultural products, His Excellency the Governor General, on the 25th of March, 1891, authorized a refund of canal tolls as follows, viz.:—

A refund shall be made on the tolls collected on wheat, Indian corn, pease, barley, rye, and (if for export) oats which may be carried through the Welland Canal and the St. Lawrence Canals to Montreal or any port east of Montreal.

The refund shall be such as to reduce the tolls to two cents per ton of the said products or any of them, and the conditions of such refund shall be the following:—

1. The products aforesaid, on which the refund may be claimed, shall be shown to have been originally shipped for Montreal or some port east of Montreal before entering the Welland Canal, and

2. Shall be shown to have been actually carried to Montreal or some port east of Montreal.

3. Transhipment, if at a Canadian intermediate port, shall not prevent the refund aforesaid being made.

This Order in Council shall remain in force only for the present year, 1891.

This refund was made applicable by Order in Council, 29th of April, 1891, to any portions of such cargoes lightered at Port Colborne and reshipped at Port Dalhousie, and also to the above-named products when shipped from Canadian Lake Ontario ports.

The amount of refunds so claimed were paid at the close of the season of navigation, instead of during the season as formerly.

There were 276,861 tons of grain passed down the Welland Canal, and transhipped at Canadian ports to Montreal, during the season of 1891, upon which a refund was made of 18 cents a ton, to the amount of \$49,834.98.

Of the 220,527 tons of grain passed down the Welland Canal to United States ports during the same period; 17,817 tons were transhipped at Ogdensburg, and passed down the St. Lawrence canals to Montreal. Upon these transhipments no refund has been made.

## QUANTITY OF GRAIN PASSED DOWN THE WELLAND CANAL.

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

| QUANTITY PASSED DOWN TO MONTREAL. |          | QUANTITY ON WHICH FULL TOLLS WERE PAID. |   |
|-----------------------------------|----------|---|---|
|                                   |          | To Ports in Ontario.                    | Quantity from U. S. Ports to U. S. Ports. |
|                                   | Tons.    | Tons.                                   | Tons.                                     |
| 1882.....                         | 180,694  |   | 63,881                                    |
| 1883.....                         | 186,814  | 10,650                                  | 121,876                                   |
| 1884.....                         | 142,194  | 12,153                                  | 104,537                                   |
| 1885.....                         | 96,569   | 11,909                                  | 117,346                                   |
| 1886.....                         | 203,940  | 9,881                                   | 151,551                                   |
| 1887.....                         | 185,034  | 11,838                                  | 134,868                                   |
| 1888.....                         | 160,358  | 25,599                                  | 169,664                                   |
| 1889.....                         | 267,769  | 19,075                                  | 213,766                                   |
| 1890.....                         | 228,513  | 16,899                                  | 245,932                                   |
| 1891.....                         | *295,509 | 6,805                                   | 202,710                                   |

A refund of 10 cents per ton was allowed on grain passed down the Welland and St. Lawrence Canals to Montreal for 1884 and to June, 1885, and 18 cents per ton from 1st July, 1885, to December, 1891.

During the last decade the quantity of agricultural products, as above, passed down the Welland and St. Lawrence Canals to Montreal, has increased from 180,694 to 295,509 tons; and the quantity passed down the Welland Canal, from United States to United States ports, has increased from 63,881 to 202,710 tons.

The quantity of barley, corn, oats, pease, rye and wheat, arrived at Montreal *via* Grand Trunk and Canadian Pacific Railways, for a period of 10 years, is reported as follows:—

|               | Tons.   |
|---------------|---------|
| For 1882..... | 75,026  |
| 1883 .....    | 98,672  |
| 1884 .....    | 142,231 |
| 1885 .....    | 160,821 |
| 1886 .....    | 165,613 |
| 1887 .....    | 191,760 |
| 1888 .....    | 113,794 |
| 1889 .....    | 94,943  |
| 1890 .....    | 119,208 |
| 1891 .....    | 184,410 |

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

\* Of this quantity 17,817 tons of corn and wheat were transhipped at Ogdensburg.

|                | Tons.   |
|----------------|---------|
| For 1882 ..... | 230,055 |
| 1883 .....     | 263,368 |
| 1884 .....     | 174,496 |
| 1885 .....     | 134,824 |
| 1886 .....     | 272,133 |
| 1887 .....     | 237,881 |
| 1888 .....     | 166,191 |
| 1889 .....     | 275,414 |
| 1890 .....     | 242,571 |
| 1891 .....     | 320,434 |

Comparative shipments of grain by the St. Lawrence route, and by rail and water *viâ* the State of New York, are as follows:—

QUANTITY OF GRAIN TO SEABOARD BY COMPETING ROUTES.

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

|                | Tons.   |
|----------------|---------|
| For 1890 ..... | 242,571 |
| 1891 .....     | 320,434 |

Showing an increase of ..... 77,863

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

|                | Tons.   |
|----------------|---------|
| For 1890 ..... | 119,208 |
| 1891 .....     | 184,410 |

Showing an increase of..... 65,202

The quantity of grain arrived at tidewater by New York canals, is reported as follows:—

|                | Tons.     |
|----------------|-----------|
| For 1890 ..... | 1,131,289 |
| 1891 .....     | 1,055,278 |

Showing a decrease of..... 76,011

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

|               | Tons.     |
|---------------|-----------|
| For 1890..... | 3,045,302 |
| 1891.....     | 2,366,660 |

Showing a decrease of..... 688,642

The increases and decreases for 1891, as compared with 1890, on the several routes competing for the carrying trade to the seaboard, are as follows:—

|  | Increase. | Decrease. | Increase. | Decrease. |
|--|-----------|-----------|-----------|-----------|
|  | Tons.     | Tons.     | Per cent. | Per cent. |
| On the St. Lawrence Canals .....                   | 77,863    | .....     | 32.09     | .....     |
| do Canadian Pacific and Grand Trunk Railways ..... | 65,202    | .....     | 54.69     | .....     |
| do New York canals .....                           | .....     | 76,011    | .....     | 6.71      |
| do New York railways .....                         | .....     | 688,642   | .....     | 22.61     |

## TRANSHIPMENT OF GRAIN.

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

In Canadian vessels, there were in—

|   | Tons.   |
|---|---------|
| 1886, 241 cargoes, with an aggregate quantity of..... | 143,330 |
| 1887, 284 do do .....                                 | 178,233 |
| 1888, 182 do do .....                                 | 143,025 |
| 1889, 208 do do .....                                 | 165,117 |
| 1890, 203 do do .....                                 | 184,275 |
| 1891, 209 do do .....                                 | 190,664 |

In United States vessels, there were in—

|  | Tons.   |
|--|---------|
| 1886, 97 cargoes, with an aggregate quantity of..... | 62,222  |
| 1887, 19 do do .....                                 | 12,477  |
| 1888, 60 do do .....                                 | 43,667  |
| 1889, 114 do do .....                                | 108,358 |
| 1890, 35 do do .....                                 | 35,560  |
| 1891, 77 do do .....                                 | 90,153  |

Three Canadian vessels took their cargoes of 1,441 tons of grain through to Montreal intact in 1891, against three in 1890, with 1,281 tons, and one in 1889, with 425 tons.

Forty-four Canadian vessels lightened their cargo at Kingston in 1891, against 63 in 1890 and 54 in 1889.

Two hundred and thirty-nine vessels discharged the whole of their cargoes at Kingston in 1891, against 172 in 1890 and 267 in 1889.

The quantity of grain transhipped at Port Colborne in 1891, and the three previous years is given below. The total number of grain-laden vessels lightened at this port in 1891 was 81, against 83 in the previous year.

|            | 1888.    | 1889.    | 1890.    | 1891.    |
|------------|----------|----------|----------|----------|
|            | Bushels. | Bushels. | Bushels. | Bushels. |
| Wheat..... | 11,440   | 37,322   | 4,310    | 16,665   |
| Corn.....  | 133,014  | 254,690  | 773,687  | 482,802  |
| Rye.....   | Nil.     | Nil.     | Nil.     | 1,330    |
| Oats.....  | Nil.     | 8,218    | 44,294   | 130,276  |

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

|            | 1888.    | 1889.    | 1890.    | 1891.    |
|------------|----------|----------|----------|----------|
|            | Bushels. | Bushels. | Bushels. | Bushels. |
| Wheat..... | 72,592   | 8,608    | Nil.     | 16,623   |
| Corn.....  | 23,575   | Nil.     | Nil.     | Nil.     |
| Rye.....   | Nil.     | Nil.     | Nil.     | Nil.     |
| Oats.....  | Nil.     | Nil.     | Nil.     | Nil.     |

The total quantity of freight moved on the Welland Canal during the season of 1891 was 975,013 tons; of this quantity 945,239 tons were through freight, and 29,774 tons were (way) or local freight.

#### WELLAND CANAL.

##### *East and West-bound Freight.*

There were 684,801 tons of freight passed eastward, and 290,212 passed westward.

The total quantity of freight passed through the whole length of the Welland Canal during the season of 1891, was 945,239 tons.

Of this quantity 283,552 tons were west bound and 661,687 tons east bound.

Of this east-bound freight, Canadian vessels carried 262,547 tons, and United States vessels carried 399,140 tons; and of the west-bound Canadian vessels carried 36,009 tons, and United vessels carried 247,543 tons.

The total quantity of freight moved on the St. Lawrence Canals during the season of 1891, was 936,794 tons; of this quantity 541,028 tons were through freight, and 395,766 were (way) or local freight.

#### ST. LAWRENCE CANALS.

##### *East and West-bound Freight.*

Of the total quantity of freight passed through the canal during 1891, 688,899 tons passed eastward, and 247,895 tons passed westward.

The total quantity of through freight was 541,028 tons; of this quantity 500,532 tons were east-bound freight, and 40,496 west bound.

Of the total quantity of (way) or local freight 188,367 tons were east bound, and 207,399 west-bound freight.

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

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

|           | Eastward,<br>Tons. | Westward,<br>Tons. |
|-----------|--------------------|--------------------|
| 1881..... | 169,213            | 37,190             |
| 1882..... | 108,835            | 24,488             |
| 1883..... | 205,394            | 27,488             |
| 1884..... | 168,715            | 9,425              |
| 1885..... | 132,968            | 16,115             |
| 1886..... | 244,514            | 16,801             |
| 1887..... | 213,834            | 14,075             |
| 1888..... | 183,899            | 19,310             |
| 1889..... | 298,197            | 25,370             |
| 1890..... | 231,746            | 31,951             |
| 1891..... | 309,593            | 14,060             |

FREIGHT FROM UNITED STATES PORTS TO UNITED STATES PORTS.

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

|           | Eastward,<br>Tons. | Westward,<br>Tons. |
|-----------|--------------------|--------------------|
| 1881..... | 96,266             | 97,907             |
| 1882..... | 110,286            | 172,520            |
| 1883..... | 174,912            | 257,699            |
| 1884..... | 163,998            | 243,081            |
| 1885..... | 168,212            | 216,297            |
| 1886..... | 244,916            | 239,562            |
| 1887..... | 189,427            | 151,074            |
| 1888..... | 221,062            | 213,689            |
| 1889..... | 297,353            | 266,231            |
| 1890..... | 318,259            | 215,698            |
| 1891..... | 306,257            | 247,543            |

The quantity of freight passed eastward through the Welland Canal, from United States ports to United States ports, shows a decrease as compared with the previous year of 12,002, while the west-bound freight shows an increase of 31,845 over the previous year.

*Statistical Comparison of various United States Routes.*

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

By reference to Statement H, as to the quantity of vegetable food carried to tidewater, it will be observed that the quantity carried by the New York Canals was 1,092,355 tons in 1891, against 1,167,901 in 1890 and 1,296,896 in 1889.

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

|              | Tons.     |              | Tons.     |
|--------------|-----------|--------------|-----------|
| In 1891..... | 3,565,381 | In 1885..... | 4,105,594 |
| 1890.....    | 4,336,199 | 1884.....    | 3,639,805 |
| 1889.....    | 3,654,984 | 1883.....    | 4,422,461 |
| 1888.....*   | 3,197,631 | 1882.....    | 3,888,557 |
| 1887.....    | 3,847,766 | 1880.....    | 4,732,385 |
| 1886.....    | 3,802,262 | 1869.....    | 1,087,809 |

\* Flour and grain only.

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

|           | Canals.   | Railways. | Total.    | Proportions<br>by<br>Canals. |
|-----------|-----------|-----------|-----------|------------------------------|
|           | Tons.     | Tons.     | Tons.     |                              |
| 1869..... | 1,302,613 | 1,087,809 | 2,390,342 | 545                          |
| 1870..... | 1,295,010 | 1,766,457 | 3,061,467 | 423                          |
| 1871..... | 1,850,198 | 2,205,589 | 4,055,787 | 456                          |
| 1872..... | 1,674,320 | 1,870,614 | 3,544,934 | 472                          |
| 1873..... | 1,745,171 | 2,036,992 | 3,782,163 | 461                          |
| 1874..... | 1,767,598 | 2,791,517 | 4,559,115 | 387                          |
| 1875..... | 1,805,550 | 2,343,241 | 3,648,791 | 357                          |
| 1876..... | 1,064,293 | 2,875,803 | 3,940,096 | 270                          |
| 1877..... | 1,498,984 | 2,493,683 | 3,992,667 | 375                          |
| 1878..... | 1,912,734 | 3,695,764 | 5,608,498 | 341                          |
| 1879..... | 1,833,399 | 4,353,617 | 6,187,016 | 296                          |
| 1880..... | 2,371,090 | 4,732,385 | 7,103,475 | 333                          |
| 1881..... | 1,116,561 | 4,983,722 | 6,100,283 | 183                          |
| 1882..... | 1,118,776 | 3,885,557 | 5,004,333 | 223                          |
| 1883..... | 1,379,000 | 4,422,461 | 5,801,461 | 237                          |
| 1884..... | 1,236,986 | 3,639,805 | 4,876,791 | 253                          |
| 1885..... | 1,063,310 | 4,105,594 | 5,168,904 | 206                          |
| 1886..... | 1,489,886 | 3,802,262 | 5,292,148 | 281                          |
| 1887..... | 1,539,403 | 3,847,766 | 5,387,169 | 285                          |
| 1888..... | 1,166,958 | 3,197,734 | 4,364,692 | 267                          |
| 1889..... | 1,296,896 | 3,654,984 | 4,951,880 | 262                          |
| 1890..... | 1,167,901 | 4,336,199 | 5,504,100 | 212                          |
| 1891..... | 1,092,355 | 3,565,381 | 4,657,736 | 234                          |

The total quantity of freight passed through the several divisions of the canals during the season of 1891 is as follows:—

| Canals.           | Farm Stock. | Forest<br>Produce of<br>Wood. | Manufac-<br>tures. | Merchandise | Agricultural<br>Products. | Total.  |
|-------------------|-------------|-------------------------------|--------------------|-------------|---------------------------|---------|
|                   | Tons.       | Tons.                         | Tons.              | Tons.       | Tons.                     | Tons.   |
| Welland .....     | 68          | 99,383                        | 19,485             | 300,873     | 555,204                   | 975,013 |
| St. Lawrence..... | 917         | 126,870                       | 56,765             | 334,841     | 416,921                   | 936,314 |
| Chambly.....      | 215         | 119,799                       | 2,888              | 98,449      | 7,913                     | 229,264 |
| Ottawa.....       | 1,373       | 565,382                       | 323                | 10,952      | 7,011                     | 585,041 |
| Rideau.....       | 26          | 79,259                        | 2,736              | 23,176      | 4,116                     | 109,313 |
| St. Peter's.....  |             | 2,827                         |                    | 24,205      | 7,488                     | 34,520  |
| Murray.....       | 50          | 3,376                         | 704                | 4,677       | 2,935                     | 11,742  |
| Trent Valley..... |             | 20,675                        | 7                  | 132         | 25                        | 20,839  |

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The total quantity of freight moved on the Welland Canal was 975,013 tons, of which 555,204 tons were agricultural products.

On the St. Lawrence Canals, the total quantity of freight moved was 936,314 tons, of which 416,921 tons were agricultural products, and 334,841 tons were merchandise.

On the Ottawa Canals, the total quantity of freight moved was 585,041 tons, of this quantity 565,382 tons were produce of the forest.

The total quantity of freight moved on all the canals for the season of 1891 was 2,902,046 tons.

The quantity of grain exported from Chicago to Canada by lake during the season of 1891 is reported to be 4,754,708 bushels, and the quantity in transit, 2,736,892 bushels.

The total value of freight exported from Chicago to Canada by lake for the same period is reported to be \$3,916,452.28, of which amount Canadian vessels carried \$2,030,385.71, the details of which are as follows:—



## QUANTITY and Value of Exports from Chicago to Canada, by Lake, 1891.

| ARTICLES.                     | UNITED STATES VESSELS. |                   | CANADIAN VESSELS. |                   | TOTAL.    |                   |
|-------------------------------|------------------------|-------------------|-------------------|-------------------|-----------|-------------------|
|                               | Quantity.              | Value.<br>\$ cts. | Quantity.         | Value.<br>\$ cts. | Quantity. | Value.<br>\$ cts. |
| Wheat.....Bush.               | 522,652                | 510,762 76        | 606,266           | 596,905 96        | 1,128,918 | 1,107,668 72      |
| Corn....."                    | 1,088,816              | 675,600 30        | 1,010,923         | 619,606 51        | 2,099,739 | 1,295,206 90      |
| Rye....."                     | 758,502                | 699,703 42        | 767,549           | 688,850 61        | 1,526,051 | 1,388,554 03      |
| Flour.....Brls.               |                        |                   | 16,632            | 78,921 00         | 16,632    | 78,921 00         |
| Pork.....Lbs.                 |                        |                   | 1,450             | 19,525 00         | 1,450     | 19,525 00         |
| Barley.....Brls.              |                        |                   | 375               | 1,500 00          | 375       | 1,500 00          |
| Oatmeal....."                 |                        |                   | 135               | 1,000 00          | 135       | 1,000 00          |
| Tallow....."                  |                        |                   | 100               | 1,200 00          | 100       | 1,200 00          |
| Lard....."                    |                        |                   | 513               | 10,280 00         | 513       | 10,280 00         |
| Grease....."                  |                        |                   | 95                | 1,050 00          | 95        | 1,050 00          |
| Tea.....Chests                |                        |                   | 1,059             | 10,563 02         | 1,059     | 10,563 02         |
| General Merchandise.....Pkgs. |                        |                   | 93                | 983 61            | 93        | 983 61            |
| Total.....                    |                        | 1,896,066 57      |                   | 2,030,385 71      |           | 3,916,452 28      |

SHIPMENTS of Grain ("In Transit" and "Export") from Chicago, by Lake, 1891.

| Shipped to     | CORN.     |           |           | OATS.     |         |           | WHEAT.    | RYE.      | Total Shipments. |
|----------------|-----------|-----------|-----------|-----------|---------|-----------|-----------|-----------|------------------|
|                | Transit.  | Export.   | Total.    | Transit.  | Export. | Total.    | Export.   | Export.   |                  |
| Montreal.....  | Bush.     | Bush.     | Bush.     | Bush.     | Bush.   | Bush.     | Bush.     | Bush.     | Bush.            |
| Prescott.....  | .....     | 131,501   | 131,501   | .....     | .....   | .....     | 134,635   | 100,946   | 357,082          |
| Kingston.....  | .....     | 38,000    | 38,000    | .....     | .....   | .....     | .....     | .....     | 38,000           |
| Toronto.....   | .....     | 1,707,012 | 1,707,012 | .....     | .....   | .....     | 994,283   | 1,425,105 | 4,126,400        |
| Point Edward.. | .....     | 25,100    | 25,100    | .....     | .....   | .....     | .....     | .....     | 25,100           |
| Collingwood..  | 278,768   | .....     | 278,768   | 65,701    | .....   | 65,701    | .....     | .....     | 344,469          |
| Midland.....   | 149,256   | .....     | 149,256   | 256,165   | .....   | 256,165   | .....     | .....     | 405,421          |
| Sarnia.....    | 807,595   | 193,126   | 1,000,721 | 193,429   | .....   | 193,429   | .....     | .....     | 1,199,150        |
|                | 488,726   | .....     | 488,726   | 497,252   | .....   | 497,252   | .....     | .....     | 985,978          |
| Total.....     | 1,724,345 | 2,099,739 | 3,824,084 | 1,012,547 | .....   | 1,012,547 | 1,128,918 | 1,526,051 | 7,491,600        |

The trade out of Chicago from May to November, 1891, is reported as follows:—

"As against the combined work of nine of the leading lines of railway in this country, lake vessels took out of Chicago during the seven months of navigation last season, 63·4 per cent of all east-bound shipments from Chicago within that period.

The total shipments of freight of all kinds, east bound from Chicago, May to November, inclusive, according to the weekly reports of the Chicago board of trade, were 4,265,934 tons, and of this the lakes carried 2,705,084 tons, and the railways 1,560,850 tons.

The lake movement does not include an aggregate of about 5,000,000 bushels or 150,000 tons of grain loaded into vessels during the winter of 1890-91, and taken out by the fleet leaving Chicago with the opening of navigation last spring, which if added, would still further increase the gain in water transportation."

COMPARATIVE STATEMENT OF TRAFFIC BY RAILWAYS AND CANALS *viâ* THE STATE OF NEW YORK.

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

|              | Per cent. |              | Per cent. |
|--------------|-----------|--------------|-----------|
| In 1859..... | 68·9      | In 1880..... | 25·1      |
| 1869.....    | 47·0      | 1881.....    | 18·5      |
| 1870.....    | 38·9      | 1882.....    | 19·0      |
| 1871.....    | 38·9      | 1883.....    | 18·7      |
| 1872.....    | 40·1      | 1884.....    | 19·0      |
| 1873.....    | 34·9      | 1885.....    | 17·1      |
| 1874.....    | 31·7      | 1886.....    | 16·9      |
| 1875.....    | 28·4      | 1887.....    | 16·3      |
| 1876.....    | 24·6      | 1888.....    | 18·8      |
| 1877.....    | 28·3      | 1889.....    | 15·1      |
| 1878.....    | 27·1      | 1890.....    | 13·9      |
| 1879.....    | 23·7      | 1891.....    | 13·4      |

The quantity of freight carried by the canals and railways was greater in 1891 by 899,980 tons than the quantity carried in 1890, and an increase of 26,071,005 tons over 1869.

The quantities carried were as follows:—

|              | Total Tonnage. | Proportion<br>by<br>Canals. |
|--------------|----------------|-----------------------------|
| In 1859..... | 5,485,076      | ·6890                       |
| 1869.....    | 12,453,174     | ·4705                       |
| 1870.....    | 15,148,274     | ·3895                       |
| 1871.....    | 15,844,152     | ·3896                       |
| 1872.....    | 16,631,609     | ·4012                       |
| 1873.....    | 18,200,208     | ·3497                       |
| 1874.....    | 18,283,547     | ·3174                       |
| 1875.....    | 17,101,758     | ·2841                       |
| 1876.....    | 16,948,627     | ·2462                       |

|           | Total Tonnage. | Proportion<br>by<br>Canals. |
|-----------|----------------|-----------------------------|
| 1877..... | 17,489,770     | ·2833                       |
| 1878..... | 19,017,301     | ·2719                       |
| 1879..... | 22,590,766     | ·2373                       |
| 1880..... | 25,706,586     | ·2512                       |
| 1881..... | 27,857,394     | ·1859                       |
| 1882..... | 28,693,054     | ·1905                       |
| 1883..... | 30,167,119     | ·1877                       |
| 1884..... | 26,293,844     | ·1905                       |
| 1885..... | 27,543,948     | ·1718                       |
| 1886..... | 31,168,744     | ·1698                       |
| 1887..... | 34,029,791     | ·1632                       |
| 1888..... | 26,244,610     | ·1883                       |
| 1889..... | 35,466,042     | ·1514                       |
| 1890..... | 37,624,199     | ·1394                       |
| 1891..... | 38,524,179     | ·1343                       |

Mr. P. Bird Price, chief inspector of grain for the city of Chicago, reports the average contents of each car of grain was as follows:—

The average contents of each car was:—

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

#### FREIGHT RATES.

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

|               |                                    |
|---------------|------------------------------------|
| For 1887..... | 4 $\frac{8}{10}$ cents per bushel. |
| 1888.....     | 3 $\frac{4}{10}$ do                |
| 1889.....     | 4 $\frac{8}{10}$ do                |
| 1890.....     | 3 $\frac{87}{100}$ do              |
| 1891.....     | 3 $\frac{6}{10}$ do                |

Grain freights from Chicago to Montreal in 1891 ranged from 5 to 8 cents per bushel on wheat, and to Buffalo, 1 cent to 5  $\frac{1}{2}$  cents, with an average of 2  $\frac{1}{2}$  cents; in 1890 the average was 1  $\frac{7}{8}$  cents. The wheat rate from Duluth to Buffalo covered a much wider range, from 1  $\frac{1}{2}$  cents to 9  $\frac{1}{2}$  cents, the average being 4  $\frac{1}{2}$  cents; in 1890 the average was 3 cents.

From Toledo to Buffalo the wheat figures ran from 1 cent to 3 cents, averaging 2 cents; the average for 1890 was 1  $\frac{3}{4}$  cents.

#### ELEVATING AND STORAGE RATES AT BUFFALO.

All the elevators, receiving grain from vessels, belonging to the Western Elevating Company, whose charges for elevating and storage are reported as follows for 1891:—

Elevating, receiving, weighing and delivering,  $\frac{1}{2}$  cent per bushel; storage each 10 days or part thereof,  $\frac{1}{4}$  cent; no grain received for direct transfer, the vessel paying only the actual cost of shovelling. The charge for loading cars was  $\frac{1}{4}$  cent per bushel, including trimming.

The Cyclone and Hefford's elevators charged  $\frac{3}{4}$  cent per bushel for direct transfer from vessel to canal boat.

STATEMENTS OF TRAFFIC FROM LAKE SUPERIOR *viâ* UNITED STATES ROUTES.

"*St. Mary's Canal.*—The canal opened for navigation 27th April, 1891, and closed 7th December. The season was, therefore, 225 days long, or 3 days shorter than in 1890. The average number of vessels passing per day for the whole season was 45.3, and for the months of June, July, August and September, the average was 54.6. The size of the vessels continues to increase as is shown in the following statistics:—

|  |    |    |                |
|--|----|----|----------------|
| In 1887 the average registered tonnage per vessel was..... 626.3 tons. |    |    |                |
| 1888   | do | do | ..... 701.5 do |
| 1889   | do | do | ..... 790.5 do |
| 1890   | do | do | ..... 833.8 do |
| 1891   | do | do | ..... 862.1 do |

The total registered tonnage for the season falls 53,750 tons short of that for 1890, and the freight tonnage was 152,454 tons less. The following discussion of the appended statistics may not be inappropriate:—

For the whole period, since 1881, the iron ore carried through the canal has been 47 per cent of the total freight, and in 1889 and 1890 it was more than 50 per cent; therefore, the freight may be divided into two nearly equal parts, one of which was the iron ore, the remainder being the aggregate of all other freights. The percentage of increase since 1881 falls between 12 and 39 each year, the average being 22. During 1890 the freight, other than iron ore, amounted to 4,266,445 tons, and for 1891, 5,328,548 tons. This shows an increase of 25 per cent in the freight of 1891—other than iron ore—over 1890, or a little more than the average increase for the preceding ten years. Hence the decrease in iron ore freight alone is sufficient to explain why the business of 1891 did not show the usual increase. There were other causes, however, which materially affected the volume of the season's business, and they will be referred to later. The falling off in iron ore freight was predicted with certainty a year ago. It was due to causes so widespread and long continued that a discussion here could hardly be made complete and satisfactory.

The freight of wheat and wheat products was abnormally large. Excluding iron ore and wheat in 1890, the remaining tonnage was 3,725,866 tons. The corresponding freight for 1891 was 4,340,660 tons. Hence the increase in freight, exclusive of iron ore, was 8 per cent, which indicates quite a falling off from the average rate of 22 per cent for the last ten years, and shows that if the wheat crop of the North-West had not been unusually good this season, there would have been a slight decrease in the volume of freight, other than iron ore."



COMPARATIVE Statement of the Amount and Value of Commerce through St. Mary's Falls Canal for the Calendar Years 1890 and 1891.

| Items.                        | QUANTITY.  |            | INCREASE.  |           | DECREASE. |           | TOTAL VALUATION. |                |                |
|-------------------------------|------------|------------|------------|-----------|-----------|-----------|------------------|----------------|----------------|
|                               | 1890.      | 1891.      | Amount.    | Per Cent. | Amount.   | Per Cent. | Price per Unit.  | 1890.          | 1891.          |
|                               |            |            | \$         |           | \$        |           | \$ cts.          | \$ cts.        | \$ cts.        |
| *Vessels.....                 | 10,557     | 10,191     |            |           |           |           |                  |                |                |
| Lockages.....                 | 4,970      | 4,981      | 11         |           | 366       | 3         |                  |                |                |
| Tonnage, registered.....      | 8,454,435  | 8,400,685  |            |           | 53,750    | 1         |                  |                |                |
| do freight.....               | 9,041,213  | 8,888,759  |            |           | 152,454   | 2         |                  |                |                |
| Passengers.....               | 26,190     | 26,190     | 1,334      | 5         |           |           |                  |                |                |
| Coal (hard and soft).....     | 2,176,925  | 2,507,532  | 330,607    | 18        |           |           | 3 50             | 7,619,237 50   | 8,776,362 00   |
| Flour.....                    | 3,239,104  | 3,790,143  | 551,039    | 17        |           |           | 5 00             | 16,195,520 00  | 18,900,715 00  |
| Wheat.....                    | 16,217,370 | 38,816,570 | 22,599,200 | 139       |           |           | 0 98             | 15,893,022 60  | 38,040,238 60  |
| Grain (other than wheat)..... | 2,044,384  | 1,032,104  |            |           | 1,012,280 | 50        |                  | 2,003,496 32   | 1,011,461 92   |
| Manufactured iron.....        | 93,615     | 42,560     |            |           | 51,055    | 55        |                  | 4,680,750 00   | 2,128,000 00   |
| Pig iron.....                 | 22,712     | 27,181     | 4,469      | 19        |           |           | 17 00            | 386,104 00     | 462,077 00     |
| Salt.....                     | 179,431    | 234,528    | 55,097     | 31        |           |           | 1 00             | 179,431 00     | 234,528 00     |
| Copper.....                   | 43,720     | 60,190     | 25,461     | 58        |           |           | 200 00           | 8,745,800 00   | 13,838,000 00  |
| Iron ore.....                 | 4,774,768  | 3,560,213  |            |           | 1,214,555 | 25        |                  | 16,711,688 00  | 12,460,745 50  |
| Lumber.....                   | 361,929    | 366,306    | 4,376      | 1         |           |           | 3 50             | 6,514,732 00   | 6,593,496 00   |
| M ft. B. M.....               | 3,432      | 1,731      |            |           | 1,701     | 50        |                  | 527,807 28     | 266,210 49     |
| Silver ore and bullion.....   | 47,973     | 44,080     |            |           | 3,893     | 8         |                  | 476,730 00     | 440,800 00     |
| Building stone.....           | 371,294    | 417,093    | 45,799     | 12        |           |           | 60 00            | 22,277,640 00  | 25,025,580 00  |
| +Unclassified freight.....    |            |            |            |           |           |           |                  |                |                |
| Totals.....                   |            |            |            |           |           |           |                  | 102,214,948 70 | 128,178,208 51 |

Valuation based on Estimates of 1885.

+Included in unclassified freight for 1891:  
Wool..... 2,502 tons.  
Hides..... 460

\*Steamers..... 7,339  
Sails..... 2,405  
Unregistered crafts..... 447  
Total..... 10,191

Canal was open to navigation during season of 1890, 228 days.  
do 1891, 225 do

## ERIE CANAL.

Mr. Hannan, Superintendent of Public Works, Albany, reports on the traffic through the Erie Canal for 1891, as follows:—

"Comparing the tonnage of 1891 with that of 1890, there is shown to be a loss of 682,630 tons, but, during the year 1890, there were transported upon the canal 467,537 tons of ice which is an unusual commodity, so that the loss this year, as compared with the tonnage of last year (exclusive of the ice), is 215,093 tons. \* \*

\* \* \* But while there has been a decrease in the total tonnage of the canals this year, as compared with any one of the past seven years, or since the abolition of tolls, the canal has maintained its usefulness to a greater degree than at any period in its recent history.

Never before has such a violent and persistent war of rates existed between trunk railway lines combined on the one side and the Erie Canal on the other. This competition was commenced upon the opening of the canal this year, and was continued during the entire season until its close, when the rates were immediately advanced to more than double what they had been during the season. \* \* \* \*

Such was the activity displayed that freight was frequently carried by rail at a far less rate than it could be transported by canal. Being apprised of these facts, I have investigated this matter, but as contracts are made with the shipper in private; the shipper, who is benefited by such contract, will not disclose the price he is paying for such service, for fear that in the future he may be discriminated against and he will be unable to procure any additional contracts that will be advantageous to himself. Enough information, however, has been ascertained to convince me that the price for carrying grain by rail from Buffalo to New York has rarely been more than the price charged for carrying it by canal. Sometimes it has been less. \* \* \* \*

At no time in recent years has this fact, that the rates are regulated by the Erie Canal, been more clearly illustrated or made more apparent than during the season just closed. When the canals were opened in May last the pool rates on grain from Buffalo to New York were 7½ cents per bushel, while the canal rates were from 2½ cents to 3 cents, and were increased in June to 3½ cents. But the pool rates were not maintained. My information on that subject, which has been received from private sources, is that contracts were made by the various railways to carry this grain in the months of June, July and August for 4 cents per bushel; September, 4½, and October, 5 cents, and all this time the pool rates remained unchanged, while the canal rates were: May, 2.51 cents; June, 2.53 cents; July, 2.68 cents; August, 3.94 cents; September, 4.19 cents; October, 4.44 cents; and November, 4.13 cents. \* \* \* \*

Formerly a vessel on the lake capable of carrying 30,000 bushels of grain was all that was required, and very few exceeded that tonnage. Now a 30,000 bushel vessel would be unable to compete for this traffic. They have been superseded by vessels capable of carrying 70,000, 80,000 and 100,000 bushels, and from the reports published on that subject I learn that boats are being built capable of carrying 140,000 bushels. As an evidence of how the capacity of vessels plying on the lakes has increased, I desire to state that from 31 grain laden boats arriving in the port of



Buffalo on 27th November last, 1 carried 140,000 bushels of oats, 1 carried 90,000 bushels of wheat, 3 carried 80,000 bushels of grain each, 2 carried 75,000 bushels each, 3 carried 70,000 bushels each, 2 carried 68,000 bushels each, 2 carried 65,000 bushels each, 3 carried 60,000 bushels each, 1 carried 55,000 bushels, and 4 carried 50,000 bushels each; and from 21 grain laden boats arriving in the same port on the day following, 1 carried 120,000 bushels of oats, 2 carried 80,000 bushels each of wheat, 1 carried 73,000 bushels of wheat, 3 carried 70,000 bushels each, 1 carried 66,000 bushels, 1 65,000 bushels, 1 55,000 bushels, and 4 45,000 bushels each. This is a fair illustration of the increase in the capacity of the lake craft, and was taken without any especial regard to date or number of cargoes arriving in port."

Aggregate shipments of grain and flour *via* Erie Canal, for the years noted :—

|            | Grain,<br>Bushels. | Flour,<br>Barrels. |
|------------|--------------------|--------------------|
| 1891 ..... | 34,499,140         | 9,920              |
| 1890.....  | 38,218,960         | 1,805              |
| 1889 ..... | 41,742,000         | 8,454              |
| 1888.....  | 38,070,930         | 4,945              |
| 1887.....  | 48,972,550         | 3,096              |
| 1886.....  | 45,017,163         | 4,518              |
| 1885.....  | 31,467,738         | 2,692              |
| 1884.....  | 37,846,067         | 4,849              |
| 1883.....  | 42,352,225         | 5,349              |
| 1882.....  | 29,439,688         | 6,918              |
| 1881.....  | 30,758,912         | .....              |
| 1880.....  | 71,699,265         | 19,716             |
| 1879.....  | 53,822,546         | 4,652              |
| 1878.....  | 59,514,779         | 2,421              |
| 1877.....  | 48,425,968         | 4,160              |
| 1876.....  | 27,558,744         | 2,137              |
| 1875.....  | 35,318,120         | 54,251             |
| 1874.....  | 40,986,834         | 49,182             |
| 1873.....  | 50,930,447         | 13,570             |
| 1872.....  | 48,246,960         | 5,142              |
| 1871.....  | 47,954,240         | 43,068             |
| 1870.....  | 28,966,780         | 74,384             |
| 1869.....  | 28,361,361         | 51,446             |
| 1868.....  | 36,458,150         | 5,638              |
| 1867.....  | 26,387,161         | 16,560             |
| 1866.....  | 33,750,090         | .....              |
| 1865.....  | 37,428,889         | 440,867            |
| 1864.....  | 38,078,575         | 146,745            |
| 1863.....  | 45,236,283         | 486,856            |
| 1862.....  | 52,376,500         | 428,268            |

UNITED STATES' VIEW OF THE COMPARATIVE IMPORTANCE OF UNITED STATES AND  
CANADIAN WATERWAYS.

(*Extract from proceedings of the Deep Waterway Convention.*)

"Lake Superior was opened by the completion of the Canal and first lock in 1855 at Sault Ste. Marie.

"The increase of business soon demonstrated the necessity of another and larger lock. This was completed in September, 1881, and was five hundred and fifteen feet long, eighty feet wide, and with seventeen feet of water on the mitre sill. From that date to this, with wonderfully efficiency, this lock has met the demands of a rapidly increasing tonnage. It passed, in 1882, 2,029,000 tons; in 1883, 2,267,000; in 1884, 2,874,000; in 1885, 3,256,000; in 1886, 4,527,000; in 1887, 5,494,000; in 1888, 6,932,000; in 1889, 7,516,000; in 1890, 9,041,213; in 1891, 8,888,759. The freight tonnage was 152,454 tons less this year than in 1890. This is due to obstruction in the channel on the St. Mary's River, caused by collisions and sinking of vessels. General Poe states in regard to this:—

"'But for the delay due to the sinking of the "Susan E. Peck," we would have exceeded the traffic of 1890, notwithstanding the extraordinarily low stage of water and the delay in putting vessels in commission in the spring.'

"The increase in valuation (of products) for the season of 1891 over 1890 is nearly \$26,000,000. The value of the cargoes passing the lock this year was \$128,178,208.51. The most notable points in this season's business are the decrease in iron ore and the large increase in wheat products.

\* \* \* \* \*

"During the season of 1890 over 9,000,000 tons of freight passed through St. Mary's River, and more than 22,000,000 tons through the waterway between Lakes Huron and Erie. The increase in the available depth of channels on the lakes from nine and one-half feet in 1852 to sixteen feet in 1882 developed this commerce, and it is only reasonable to expect that a further increase of four feet will be followed by corresponding increase in the shipping. The results are most notable, perhaps, in the character of the vessels employed in the carrying trade.

"These have increased in size and seaworthiness until they form a fleet which has not its equal upon any inland waters on the face of the globe.

"Of large capacity and great power, regardless of wind or weather, the steamers of the prevailing type bear their cargoes to and from ports a thousand miles apart with the precision of railroad trains, each of them transporting at once more than ten ordinary freight trains.

*"Canadian Competition.*

"But the day is near at hand when American farmers must meet such competition as they never met before, and such as few of them have ever dreamed of.

"James W. Taylor, who, through all the changes of parties and of administrations, has for twenty-one years past been the Consul of the United States at Winnipeg, has made a special study of the Canadian North-West, and he declares that the parallelogram included between longitudes 100 and 170 west of Greenwich,

and latitude 50 degrees to 70 degrees is identical in climate and as rich in resources as an equal area in Europe, included between the same meridians of latitude and extending 60 degrees east and 10 degrees west of Greenwich. The European parallelogram includes England, Ireland, Scotland, Denmark, Norway, Sweden, Belgium, Holland and most of Germany and Russia in Europe, and is represented by the cities of London, Liverpool, Dublin, Glasgow, Edinburgh, Copenhagen, Stockholm, Berlin, St. Petersburg, Moscow, Nijnei-Novgorod and Archangel. Over all the territory included in the North American parallelogram, the opening of spring occurs at the same time almost to a day. It is known by the test of experiment that wheat can be grown as far north as latitude 69, and by far the finest wheat which I have ever seen came from Fort Vermillion on Peace River in latitude 59, longitude 116. Wheat, barley, oats, peas, all the grains and vegetables, are successfully raised at the Mission Stations throughout this region, and the farmers of Manitoba have had greater average crops per acre for many years past than the American farmers in Minnesota and Dakota.

"The causes for this remarkable extension north-west of cereal production are first, the continually decreasing altitude, the influence of the warm wind of the Pacific blowing through the low mountain passes of the north, and the fact that the long summer days of higher latitudes give a vast deal more of sunshine during the growing season than is in the case further south, while the cold winters prevent the development of insect pests which are so injurious in milder climates. The causes are certainly sufficient to explain the fact so well demonstrated by experience, that all grains are produced in the highest quality and the greatest quantity per acre near the northernmost limit at which they will grow.

*"Canadian Water-ways.*

"Within five years from the present time at the present rate of progress, and within three years if the work is hastened a little, there will be a clear channel for vessels drawing 14 feet of water through Canadian territory, all the way from Lake Superior to the sea. Six feet of water in the Erie Canal and two transfers of freight can no more compete with 14 feet of water through the Canadian canals and no transfer, than a wheelbarrow can compete with an express train. The canal boat carrying two hundred tons, drawn by mules at the rate of four miles per hour, can by no possibility compete with the steamships carrying two thousand tons, propelled by steam at the rate of fourteen miles per hour. And while the United States farmer has held his own fairly well against the semi-civilized wheat growers of India, I do not see how he can hope to win in competition with men of the same race, men just as intelligent, with a climate no more rigorous, with a soil at least as fertile and with transportation facilities immeasurably superior. The great plains of the Canadian North-West are unsettled now, but when once the conditions of soil and climate which there exist are supplemented by facilities for transportation not surpassed, if equalled by those of any other region, I believe the Canadian North-West will settle up with a race of hardy, intelligent and prosperous people and will become the granary of the world. He who can most cheaply reach the markets of the world can control the markets of the world."

*Exports of Grain from Atlantic Sea Ports.*

The quantity of grain for foreign exports during the season, from 1st May to 30th November, 1891, is reported as follows:—

|                     | Bushels.   |
|---------------------|------------|
| From Montreal.....  | 14,294,083 |
| “ New York.....     | 51,557,391 |
| “ Boston.....       | 4,965,261  |
| “ Philadelphia..... | 6,931,429  |
| “ Baltimore.....    | 14,752,500 |

For details, see following statement:—

Exports of Cereals, &c., from undermentioned Atlantic Ports, from 1st May to 30th November, 1891.

|                  |       | From<br>New York. | From<br>Boston. | From<br>Philadel-<br>phia. | From<br>Baltimore. | From<br>Montreal. |
|------------------|-------|-------------------|-----------------|----------------------------|--------------------|-------------------|
| Flour.....       | Brls. | 1,988,310         | 966,998         | 561,416                    | 1,423,363          | 734,027           |
| Cornmeal.....    | “     | 87,165            | 40,652          | 457                        | 12,070             | Not given.        |
| Wheat.....       | Bush. | 36,185,254        | 1,824,032       | 5,984,417                  | 13,118,872         | 6,080,114         |
| Corn.....        | “     | 9,308,260         | 2,677,130       | 947,012                    | 949,157            | 2,173,070         |
| Oats.....        | “     | 1,302,080         | 222,606         | .....                      | 100                | 775,409           |
| Barley.....      | “     | 744,258           | 11,626          | .....                      | .....              | 796,624           |
| Rye.....         | “     | 3,651,133         | 105,383         | .....                      | 681,850            | 2,399,803         |
| Peas.....        | “     | 366,406           | 114,484         | .....                      | 2,521              | 2,069,063         |
| Total grain..... | “     | 51,557,391        | 4,955,261       | 6,931,429                  | 14,752,500         | 14,294,083        |
| Flour.....       | “     | 8,947,395         | 4,351,491       | 2,526,372                  | 6,405,133          | 3,303,121         |
| Meal.....        | “     | 348,660           | 162,608         | 1,828                      | 48,280             | Not given.        |
| Grand Total..... | “     | 60,853,446        | 9,469,360       | 9,459,629                  | 21,205,913         | 17,597,204        |

The usual detailed statements in explanation of the various points referred to and of intransit trade are hereto appended.

I have the honour to be, Sir,

Your obedient servant,

B. H. TEAKLES,

*Chief Clerk, Canals Revenue.*

T. TRUDEAU, Esq., Acting Secretary,  
Department of Railways and Canals.

## GRAIN FREIGHTS BY LAKE AND ERIE CANAL.

THE following were the Current Rates of Freight on Wheat and Corn from Chicago to Buffalo, Ogdensburg, or Kingston, and to Montreal (steam); also to New York by Lake and Erie Canal; for each week during the season of navigation in 1891.

| Week ending | To Buffalo.                        |                                    | *To Kingston.     |                  | To Montreal (steam). |                  | Erie Canal, Buffalo to New York.   |                                    | Chicago to New York, Lake and Canal, including Buffalo charges. |                                    |
|-------------|------------------------------------|------------------------------------|-------------------|------------------|----------------------|------------------|------------------------------------|------------------------------------|---|------------------------------------|
|             | Wheat per bushel.                  | Corn per bushel.                   | Wheat per bushel. | Corn per bushel. | Wheat per bushel.    | Corn per bushel. | Wheat per bushel.                  | Corn per bushel.                   | Wheat per bushel.   | Corn per bushel.                   |
|             | cts.                               | cts.                               | cts.              | cts.             | cts.                 | cts.             | cts.                               | cts.                               | cts.  | cts.                               |
| April 4...  | 2                                  | 1 $\frac{1}{2}$                    |                   |                  |                      |                  |                                    |                                    |   |                                    |
| do 11...    | 2                                  | 1 $\frac{1}{2}$                    |                   |                  |                      |                  |                                    |                                    |   |                                    |
| do 18...    | 2                                  | 1 $\frac{1}{2}$                    |                   |                  |                      |                  |                                    |                                    |   |                                    |
| do 25...    | 2                                  | 1 $\frac{1}{2}$                    |                   |                  |                      |                  |                                    |                                    |   |                                    |
| May 2...    | 1 $\frac{1}{2}$                    | 1 $\frac{1}{2}$                    | 4                 | 3 $\frac{1}{2}$  | 6 $\frac{1}{2}$      | 5 $\frac{1}{2}$  | 2 $\frac{1}{2}$                    | 2 $\frac{1}{2}$                    | 5 $\frac{1}{2}$   | 4 $\frac{1}{2}$                    |
| do 9...     | 1 $\frac{1}{2}$                    | 1 $\frac{1}{2}$                    | 3 $\frac{1}{2}$   | 3 $\frac{1}{2}$  | 6 $\frac{1}{2}$      | 5 $\frac{1}{2}$  | 2 $\frac{1}{2}$                    | 2 $\frac{1}{2}$                    | 5   | 4 $\frac{1}{2}$                    |
| do 16...    | 1 $\frac{1}{2}$                    | 1 $\frac{1}{2}$                    | 3 $\frac{1}{2}$   | 3                | 5 $\frac{1}{2}$      | 5                | 2 $\frac{1}{2}$                    | 2                                  | 4 $\frac{1}{2}$   | 4                                  |
| do 23...    | 1                                  | 1                                  | 3 $\frac{1}{2}$   | 3                | 5 $\frac{1}{2}$      | 5                | 2 $\frac{1}{2}$                    | 2                                  | 4 $\frac{1}{2}$   | 3 $\frac{1}{2}$                    |
| do 30...    | 1                                  | 1                                  | 2 $\frac{1}{2}$   | 2 $\frac{1}{2}$  | 5                    | 4 $\frac{1}{2}$  | 3 $\frac{1}{2}$                    | 2 $\frac{1}{2}$                    | 5 $\frac{1}{2}$   | 4 $\frac{1}{2}$                    |
| June 6...   | 1                                  | 1                                  | 2 $\frac{1}{2}$   | 2 $\frac{1}{2}$  | 5                    | 4 $\frac{1}{2}$  | 3                                  | 2 $\frac{1}{2}$                    | 4 $\frac{1}{2}$   | 4 $\frac{1}{2}$                    |
| do 13...    | 1                                  | 1                                  | 2 $\frac{1}{2}$   | 2 $\frac{1}{2}$  | 5                    | 4 $\frac{1}{2}$  | 3                                  | 2 $\frac{1}{2}$                    | 4 $\frac{1}{2}$   | 4 $\frac{1}{2}$                    |
| do 20...    | 1 $\frac{1}{2}$                    | 1                                  | 2 $\frac{1}{2}$   | 2 $\frac{1}{2}$  | 5                    | 4 $\frac{1}{2}$  | 2 $\frac{1}{2}$                    | 2 $\frac{1}{2}$                    | 5   | 4 $\frac{1}{2}$                    |
| do 27...    | 1 $\frac{1}{2}$                    | 1 $\frac{1}{2}$                    | 2 $\frac{1}{2}$   | 2 $\frac{1}{2}$  | 5                    | 4 $\frac{1}{2}$  | 2 $\frac{1}{2}$                    | 2 $\frac{1}{2}$                    | 5 $\frac{1}{2}$   | 4 $\frac{1}{2}$                    |
| July 4...   | 1 $\frac{1}{2}$                    | 1 $\frac{1}{2}$                    | 2 $\frac{1}{2}$   | 2 $\frac{1}{2}$  | 5                    | 4 $\frac{1}{2}$  | 2 $\frac{1}{2}$                    | 2 $\frac{1}{2}$                    | 5 $\frac{1}{2}$   | 4 $\frac{1}{2}$                    |
| do 11...    | 1 $\frac{1}{2}$                    | 1 $\frac{1}{2}$                    | 2 $\frac{1}{2}$   | 2 $\frac{1}{2}$  | 5                    | 4 $\frac{1}{2}$  | 2 $\frac{1}{2}$                    | 2 $\frac{1}{2}$                    | 4 $\frac{1}{2}$   | 4 $\frac{1}{2}$                    |
| do 18...    | 2 to 2 $\frac{1}{2}$               | 1 $\frac{1}{2}$ to 2               | 2 $\frac{1}{2}$   | 2 $\frac{1}{2}$  | 5                    | 4 $\frac{1}{2}$  | 2 $\frac{1}{2}$                    | 2 $\frac{1}{2}$ to 2 $\frac{1}{2}$ | 4 $\frac{1}{2}$   | 4 $\frac{1}{2}$ to 5 $\frac{1}{2}$ |
| do 25...    | 2                                  | 1 $\frac{1}{2}$                    | 3                 | 2 $\frac{1}{2}$  | 5 $\frac{1}{2}$      | 5                |                                    |                                    |   |                                    |
| Aug. 1...   | 2 $\frac{1}{2}$ to 2 $\frac{1}{2}$ | 2 to 2 $\frac{1}{2}$               |                   |                  |                      |                  | 3 $\frac{1}{2}$                    | 3 $\frac{1}{2}$                    | 6 $\frac{1}{2}$ to 6 $\frac{1}{2}$                              | 6 to 6 $\frac{1}{2}$               |
| do 8...     | 3 to 3 $\frac{1}{2}$               | 2 $\frac{1}{2}$ to 3               | 4 $\frac{1}{2}$   | 4 $\frac{1}{2}$  | 7 $\frac{1}{2}$      | 7                | 3 $\frac{1}{2}$ to 3 $\frac{1}{2}$ | 3 $\frac{1}{2}$                    | 7 $\frac{1}{2}$ to 7 $\frac{1}{2}$                              | 7 to 7 $\frac{1}{2}$               |
| do 15...    | 2 $\frac{1}{2}$                    | 2 $\frac{1}{2}$                    | 4 $\frac{1}{2}$   | 4 $\frac{1}{2}$  | 7 $\frac{1}{2}$      | 7                | 3 $\frac{1}{2}$ to 3 $\frac{1}{2}$ | 3 $\frac{1}{2}$                    | 7 $\frac{1}{2}$ to 7 $\frac{1}{2}$                              | 6 $\frac{1}{2}$                    |
| do 22...    | 2 $\frac{1}{2}$ to 2 $\frac{1}{2}$ | 2 $\frac{1}{2}$ to 2 $\frac{1}{2}$ | 4 $\frac{1}{2}$   | 4 $\frac{1}{2}$  | 7 $\frac{1}{2}$      | 7                | 4                                  | 3 $\frac{1}{2}$                    | 7 $\frac{1}{2}$ to 7 $\frac{1}{2}$                              | 6 $\frac{1}{2}$ to 6 $\frac{1}{2}$ |
| do 29...    | 2 $\frac{1}{2}$                    | 2 $\frac{1}{2}$                    | 4 $\frac{1}{2}$   | 4 $\frac{1}{2}$  | 7 $\frac{1}{2}$      | 7                | 4                                  | 3 $\frac{1}{2}$                    | 7 $\frac{1}{2}$   | 6 $\frac{1}{2}$ to 6 $\frac{1}{2}$ |
| Sept. 5...  | 3 to 3 $\frac{1}{2}$               | 2 $\frac{1}{2}$ to 3               | 4 $\frac{1}{2}$   | 4 $\frac{1}{2}$  | 7 $\frac{1}{2}$      | 7                | 4 $\frac{1}{2}$                    | 3 $\frac{1}{2}$                    | 7 $\frac{1}{2}$ to 8 $\frac{1}{2}$                              | 7 to 7 $\frac{1}{2}$               |
| do 12...    | 3 $\frac{1}{2}$ to 3 $\frac{1}{2}$ | 3                                  | 4 $\frac{1}{2}$   | 4 $\frac{1}{2}$  | 7 $\frac{1}{2}$      | 7                | 4                                  | 3 $\frac{1}{2}$                    | 8 $\frac{1}{2}$ to 8 $\frac{1}{2}$                              | 7 $\frac{1}{2}$                    |
| do 19...    | 3 $\frac{1}{2}$ to 3 $\frac{1}{2}$ | 3 $\frac{1}{2}$                    | 5 $\frac{1}{2}$   | 5 $\frac{1}{2}$  | 8                    | 7 $\frac{1}{2}$  | 4                                  | 3 $\frac{1}{2}$                    | 8 $\frac{1}{2}$ to 8 $\frac{1}{2}$                              | 7 $\frac{1}{2}$                    |
| do 26...    | 3 $\frac{1}{2}$ to 3 $\frac{1}{2}$ | 3 to 3 $\frac{1}{2}$               |                   |                  |                      |                  | 4 $\frac{1}{2}$                    | 3 $\frac{1}{2}$                    | 8 $\frac{1}{2}$ to 8 $\frac{1}{2}$                              | 7 $\frac{1}{2}$ to 8 $\frac{1}{2}$ |
| Oct. 3...   | 2 $\frac{1}{2}$ to 3               | 2 $\frac{1}{2}$                    |                   |                  |                      |                  | 4 $\frac{1}{2}$                    | 4 $\frac{1}{2}$                    | 8 $\frac{1}{2}$ to 8 $\frac{1}{2}$                              | 7 $\frac{1}{2}$                    |
| do 10...    | 2                                  | 2                                  | 4 $\frac{1}{2}$   | 3 $\frac{1}{2}$  | 7                    | 6 $\frac{1}{2}$  | 4 $\frac{1}{2}$                    | 4                                  | 7 $\frac{1}{2}$   | 6 $\frac{1}{2}$                    |
| do 17...    | 2                                  | 1 $\frac{1}{2}$                    |                   |                  |                      |                  | 4 $\frac{1}{2}$ to 4 $\frac{1}{2}$ | 4                                  | 7 $\frac{1}{2}$ to 7 $\frac{1}{2}$                              | 6 $\frac{1}{2}$                    |
| do 24...    | 2                                  | 1 $\frac{1}{2}$                    |                   |                  |                      |                  | 4 $\frac{1}{2}$                    | 4 $\frac{1}{2}$                    | 7 $\frac{1}{2}$   | 7                                  |
| do 31...    | 2 $\frac{1}{2}$ to 2 $\frac{1}{2}$ | 2 $\frac{1}{2}$ to 2 $\frac{1}{2}$ |                   |                  |                      |                  | 4 $\frac{1}{2}$                    | 3 $\frac{1}{2}$                    | 7 $\frac{1}{2}$   | 7 to 7 $\frac{1}{2}$               |
| Nov. 7...   | 3 to 4                             | 2 $\frac{1}{2}$ to 3 $\frac{1}{2}$ |                   |                  |                      |                  | 4                                  | 3 $\frac{1}{2}$                    | 7 $\frac{1}{2}$ to 8 $\frac{1}{2}$                              | 7 $\frac{1}{2}$ to 8 $\frac{1}{2}$ |
| do 14...    | 4 to 4 $\frac{1}{2}$               | 4                                  |                   |                  |                      |                  | 3 $\frac{1}{2}$                    | 3 $\frac{1}{2}$                    | 8 $\frac{1}{2}$ to 9  | 8 $\frac{1}{2}$                    |
| do 21...    | 4 $\frac{1}{2}$                    | 4 $\frac{1}{2}$                    |                   |                  |                      |                  | 4                                  | 3 $\frac{1}{2}$                    | 9 $\frac{1}{2}$   | 8 $\frac{1}{2}$                    |
| do 28...    | 4 $\frac{1}{2}$ to 4 $\frac{1}{2}$ | 4 to 4 $\frac{1}{2}$               |                   |                  |                      |                  |                                    |                                    |   |                                    |

\* Ogdensburg rates  $\frac{1}{2}$  cent above Kingston.

LAKE (STEAM) AND RAIL FREIGHTS, SEASON OF 1891.

THE following shows the weekly range of Freights on Flour, Wheat and Corn by Steam, Chicago to Buffalo or Erie, and thence by Rail.

| Week ending  | To Buffalo.        |                    |                   | To New York.       |                    |                   | To Boston.         |                    |                   | To Philadelphia.   |                    |                   | To Baltimore.      |                    |                   |
|--------------|--------------------|--------------------|-------------------|--------------------|--------------------|-------------------|--------------------|--------------------|-------------------|--------------------|--------------------|-------------------|--------------------|--------------------|-------------------|
|              | Flour, per barrel. | Wheat, per bushel. | Corn, per bushel. | Flour, per barrel. | Wheat, per bushel. | Corn, per bushel. | Flour, per barrel. | Wheat, per bushel. | Corn, per bushel. | Flour, per barrel. | Wheat, per bushel. | Corn, per bushel. | Flour, per barrel. | Wheat, per bushel. | Corn, per bushel. |
| April 4..... | 20                 | 24                 | 13                | 40                 | 84                 | 74                | 50                 | 11                 | 94                | 36                 | Not quoted.        | Not quoted.       | 34                 | Not quoted.        | Not quoted.       |
| do 11.....   | 20                 | 2                  | 13                | 40                 | 84                 | 74                | 50                 | 11                 | 94                | 36                 | Not quoted.        | Not quoted.       | 34                 | Not quoted.        | Not quoted.       |
| do 18.....   | 20                 | 2                  | 13                | 40                 | 84                 | 74                | 50                 | 11                 | 94                | 36                 | Not quoted.        | Not quoted.       | 34                 | Not quoted.        | Not quoted.       |
| do 25.....   | 20                 | 2                  | 13                | 40                 | 84                 | 74                | 50                 | 11                 | 94                | 36                 | Not quoted.        | Not quoted.       | 34                 | Not quoted.        | Not quoted.       |
| May 2.....   | 20                 | 2                  | 13                | 40                 | 84                 | 74                | 50                 | 104                | 94                | 36                 | 8                  | 74                | 34                 | Not quoted.        | Not quoted.       |
| do 9.....    | 20                 | 2                  | 13                | 40                 | 84                 | 74                | 50                 | 104                | 94                | 36                 | 8                  | 74                | 34                 | Not quoted.        | Not quoted.       |
| do 16.....   | 20                 | 2                  | 13                | 40                 | 84                 | 74                | 50                 | 104                | 94                | 36                 | 8                  | 74                | 34                 | Not quoted.        | Not quoted.       |
| do 23.....   | 20                 | 14                 | 1                 | 40                 | 84                 | 74                | 50                 | 94                 | 9                 | 36                 | 64                 | 6                 | 34                 | Not quoted.        | Not quoted.       |
| do 30.....   | 20                 | 1                  | 1                 | 40                 | 84                 | 74                | 50                 | 94                 | 9                 | 36                 | 64                 | 6                 | 34                 | Not quoted.        | Not quoted.       |
| June 6.....  | 20                 | 1                  | 1                 | 30                 | 74                 | 64                | 50                 | 94                 | 84                | 36                 | 6                  | 64                | 34                 | Not quoted.        | Not quoted.       |
| do 13.....   | 20                 | 14                 | 14                | 40                 | 74                 | 64                | 50                 | 94                 | 84                | 36                 | 6                  | 64                | 34                 | Not quoted.        | Not quoted.       |
| do 20.....   | 20                 | 14                 | 14                | 40                 | 74                 | 64                | 50                 | 94                 | 84                | 36                 | 6                  | 64                | 34                 | Not quoted.        | Not quoted.       |
| do 27.....   | 20                 | 14                 | 14                | 40                 | 74                 | 64                | 50                 | 94                 | 84                | 36                 | 6                  | 64                | 34                 | Not quoted.        | Not quoted.       |
| July 4.....  | 20                 | 14                 | 14                | 40                 | 74                 | 64                | 50                 | 94                 | 84                | 36                 | 6                  | 64                | 34                 | Not quoted.        | Not quoted.       |
| do 11.....   | 20                 | 14                 | 14                | 40                 | 74                 | 64                | 50                 | 94                 | 84                | 36                 | 6                  | 64                | 34                 | Not quoted.        | Not quoted.       |
| do 18.....   | 20                 | 2                  | 2                 | 40                 | 74                 | 64                | 50                 | 94                 | 84                | 36                 | 6                  | 64                | 34                 | Not quoted.        | Not quoted.       |
| do 25.....   | 20                 | 24                 | 2                 | 40                 | 74                 | 64                | 50                 | 94                 | 84                | 36                 | 6                  | 64                | 34                 | Not quoted.        | Not quoted.       |
| Aug. 1.....  | 20                 | 24                 | 2                 | 40                 | 74                 | 64                | 50                 | 94                 | 84                | 36                 | 6                  | 64                | 34                 | Not quoted.        | Not quoted.       |
| do 8.....    | 20                 | 24                 | 2                 | 40                 | 74                 | 64                | 50                 | 94                 | 84                | 36                 | 6                  | 64                | 34                 | Not quoted.        | Not quoted.       |
| do 15.....   | 20                 | 24                 | 2                 | 36                 | 84                 | 74                | 45                 | 104                | 94                | 31                 | 7                  | 74                | 34                 | Not quoted.        | Not quoted.       |
| do 22.....   | 20                 | 24                 | 2                 | 36                 | 84                 | 74                | 45                 | 104                | 94                | 31                 | 7                  | 74                | 34                 | Not quoted.        | Not quoted.       |
| do 29.....   | 20                 | 24                 | 2                 | 40                 | 94                 | 84                | 50                 | 11                 | 10                | 36                 | 8                  | 74                | 34                 | Not quoted.        | Not quoted.       |
| Sept. 5..... | 20                 | 24                 | 2                 | 40                 | 94                 | 84                | 50                 | 11                 | 10                | 36                 | 8                  | 74                | 34                 | Not quoted.        | Not quoted.       |
| do 12.....   | 20                 | 24                 | 2                 | 40                 | 94                 | 84                | 50                 | 11                 | 10                | 36                 | 8                  | 74                | 34                 | Not quoted.        | Not quoted.       |
| do 19.....   | 20                 | 24                 | 2                 | 40                 | 94                 | 84                | 50                 | 114                | 104               | 36                 | 8                  | 74                | 34                 | Not quoted.        | Not quoted.       |
| do 26.....   | 20                 | 24                 | 2                 | 40                 | 94                 | 84                | 50                 | 12                 | 11                | 36                 | 84                 | 74                | 34                 | Not quoted.        | Not quoted.       |
| Oct. 3.....  | 20                 | 4                  | 34                | 40                 | 94                 | 84                | 50                 | 124                | 114               | 36                 | 84                 | 74                | 34                 | Not quoted.        | Not quoted.       |
| do 10.....   | 20                 | 34                 | 3                 | 40                 | 94                 | 84                | 50                 | 13                 | 12                | 36                 | 84                 | 74                | 34                 | Not quoted.        | Not quoted.       |
| do 17.....   | 20                 | 24                 | 2                 | 40                 | 8                  | 7                 | 50                 | 11                 | 10                | 36                 | 8                  | 7                 | 34                 | Not quoted.        | Not quoted.       |
| do 24.....   | 20                 | 24                 | 2                 | 40                 | 8                  | 7                 | 50                 | 11                 | 10                | 36                 | 8                  | 7                 | 34                 | Not quoted.        | Not quoted.       |
| do 31.....   | 20                 | 24                 | 2                 | 40                 | 8                  | 7                 | 50                 | 11                 | 10                | 36                 | 8                  | 7                 | 34                 | Not quoted.        | Not quoted.       |
| Nov. 7.....  | 20                 | 3                  | 24                | 40                 | 84                 | 8                 | 50                 | 114                | 11                | 36                 | 84                 | 7                 | 34                 | Not quoted.        | Not quoted.       |
| do 14.....   | 20                 | 44                 | 4                 | 40                 | 9                  | 9                 | 50                 | 12                 | 114               | 36                 | 9                  | 84                | 34                 | Not quoted.        | Not quoted.       |
| do 21.....   | 20                 | 44                 | 4                 | 40                 | 9                  | 9                 | 50                 | 12                 | 114               | 36                 | 9                  | 84                | 34                 | Not quoted.        | Not quoted.       |
| do 28.....   | 20                 | 44                 | 4                 | 40                 | 10                 | 94                | 50                 | 124                | 114               | 36                 | 94                 | 84                | 34                 | Not quoted.        | Not quoted.       |
| Dec. 5.....  | 20                 | 54                 | 5                 | 40                 | 10                 | 94                | 50                 | 124                | 12                | 36                 | 94                 | 84                | 34                 | Not quoted.        | Not quoted.       |

FREIGHT RATES.

GRAIN, CHICAGO TO BUFFALO.

| Year.     | Wheat.     | Year.                     | Wheat.     |
|-----------|------------|---------------------------|------------|
| 1877..... | 3·7 cents. | 1886.....                 | 3·6 cents. |
| 1878..... | 3·1 "      | 1887.....                 | 4·1 "      |
| 1879..... | 4·7 "      | 1888.....                 | 2·7 "      |
| 1880..... | 5·7 "      | 1889.....                 | 2·5 "      |
| 1881..... | 3·2 "      | 1890.....                 | 1·9 "      |
| 1882..... | 2·5 "      | 1891.....                 | 2·5 "      |
| 1883..... | 3·5 "      |                           |            |
| 1884..... | 2·1 "      | Average, 15 years.. 3·2 " |            |
| 1885..... | 2·0 "      |                           |            |

The handling charge on grain borne by the vessel is \$3.50 to \$4 per 1,000 bushels.

RATE of Freight per bushel on Corn from Chicago to Buffalo, 1890.

| Date.         | Rate.                         | Date.            | Rate.                         |
|---------------|-------------------------------|------------------|-------------------------------|
|               | Cents.                        |                  | Cents.                        |
| March 7 ..... | 2 <sup>7</sup> / <sub>8</sub> | July 24 .....    | 1 <sup>1</sup> / <sub>2</sub> |
| do 14.....    | 3 <sup>1</sup> / <sub>2</sub> | do 25.....       | 1 <sup>1</sup> / <sub>2</sub> |
| do 25.....    | 3 <sup>3</sup> / <sub>4</sub> | do 30.....       | 1 <sup>1</sup> / <sub>2</sub> |
| April 3.....  | 3 <sup>1</sup> / <sub>4</sub> | do 31.....       | 1                             |
| do 5.....     | 2 <sup>1</sup> / <sub>2</sub> | August 1.....    | 1 <sup>1</sup> / <sub>2</sub> |
| do 11.....    | 2 <sup>1</sup> / <sub>2</sub> | do 9.....        | 1 <sup>1</sup> / <sub>2</sub> |
| do 14.....    | 2 <sup>1</sup> / <sub>2</sub> | do 16.....       | 1 <sup>1</sup> / <sub>2</sub> |
| do 15.....    | 2                             | September 5..... | 1 <sup>1</sup> / <sub>2</sub> |
| do 25.....    | 1 <sup>1</sup> / <sub>2</sub> | do 12.....       | 1 <sup>1</sup> / <sub>2</sub> |
| do 26.....    | 1 <sup>1</sup> / <sub>2</sub> | do 29.....       | 2                             |
| do 28.....    | 1 <sup>1</sup> / <sub>2</sub> | October 14.....  | 1 <sup>1</sup> / <sub>2</sub> |
| do 30.....    | 1 <sup>1</sup> / <sub>2</sub> | do 16.....       | 1 <sup>1</sup> / <sub>2</sub> |
| May 2.....    | 1 <sup>1</sup> / <sub>2</sub> | do 22.....       | 1 <sup>1</sup> / <sub>2</sub> |
| do 3.....     | 1 <sup>1</sup> / <sub>2</sub> | do 25.....       | 1 <sup>1</sup> / <sub>2</sub> |
| do 20.....    | 1 <sup>1</sup> / <sub>2</sub> | November 6.....  | 1 <sup>1</sup> / <sub>2</sub> |
| do 27.....    | 1 <sup>1</sup> / <sub>2</sub> | do 18.....       | 1 <sup>1</sup> / <sub>2</sub> |
| June 5.....   | 1 <sup>1</sup> / <sub>2</sub> | do 19.....       | 1 <sup>1</sup> / <sub>2</sub> |
| do 10.....    | 2                             | do 20.....       | 1 <sup>1</sup> / <sub>2</sub> |
| do 27.....    | 2 <sup>1</sup> / <sub>2</sub> | do 21.....       | 2                             |
| do 28.....    | 2 <sup>1</sup> / <sub>2</sub> | do 23.....       | 3                             |
| July 8.....   | 2                             | December 3.....  | 3                             |
| do 23.....    | 1 <sup>1</sup> / <sub>2</sub> |                  |                               |

1891.

|                  |                               |                   |                               |
|------------------|-------------------------------|-------------------|-------------------------------|
| April 10.....    | 2                             | September 12..... | 3                             |
| do 17.....       | 1 <sup>1</sup> / <sub>2</sub> | do 15.....        | 3 <sup>1</sup> / <sub>2</sub> |
| do 25.....       | 1 <sup>1</sup> / <sub>2</sub> | do 25.....        | 3                             |
| May 2.....       | 1 <sup>1</sup> / <sub>2</sub> | do 28.....        | 2 <sup>1</sup> / <sub>2</sub> |
| do 8.....        | 1 <sup>1</sup> / <sub>2</sub> | do 30.....        | 2 <sup>1</sup> / <sub>2</sub> |
| do 9.....        | 1 <sup>1</sup> / <sub>2</sub> | October 3.....    | 2 <sup>1</sup> / <sub>2</sub> |
| do 13.....       | 1                             | do 5.....         | 1 <sup>1</sup> / <sub>2</sub> |
| June 29.....     | 1 <sup>1</sup> / <sub>2</sub> | do 23.....        | 2                             |
| July 7.....      | 1 <sup>1</sup> / <sub>2</sub> | do 26.....        | 2 <sup>1</sup> / <sub>2</sub> |
| do 13.....       | 1 <sup>1</sup> / <sub>2</sub> | do 30.....        | 2 <sup>1</sup> / <sub>2</sub> |
| do 14.....       | 1 <sup>1</sup> / <sub>2</sub> | do 31.....        | 2 <sup>1</sup> / <sub>2</sub> |
| do 28.....       | 2 <sup>1</sup> / <sub>2</sub> | November 4.....   | 3 <sup>1</sup> / <sub>2</sub> |
| do 30.....       | 2 <sup>1</sup> / <sub>2</sub> | do 5.....         | 3 <sup>1</sup> / <sub>2</sub> |
| do 31.....       | 3                             | do 6.....         | 4                             |
| August 7.....    | 2 <sup>1</sup> / <sub>2</sub> | do 12.....        | 3 <sup>1</sup> / <sub>2</sub> |
| do 10.....       | 2 <sup>1</sup> / <sub>2</sub> | do 19.....        | 4 <sup>1</sup> / <sub>2</sub> |
| do 11.....       | 2 <sup>1</sup> / <sub>2</sub> | do 21.....        | 4 <sup>1</sup> / <sub>2</sub> |
| do 14.....       | 2 <sup>1</sup> / <sub>2</sub> | do 23.....        | 4 <sup>1</sup> / <sub>2</sub> |
| September 2..... | 2 <sup>1</sup> / <sub>2</sub> | December 2.....   | 4 <sup>1</sup> / <sub>2</sub> |
| do 4.....        | 3                             |                   |                               |
| do 10.....       | 3 <sup>1</sup> / <sub>2</sub> |                   |                               |

Averages of daily Rates for the past six Years.

|           |                       |           |                        |
|-----------|-----------------------|-----------|------------------------|
| 1886..... | 3·4 cents per bushel. | 1889..... | 2·25 cents per bushel. |
| 1887..... | 3·9 do do             | 1890..... | 1·88 do do             |
| 1888..... | 2·5 do do             | 1891..... | 2·13 do do             |

RATE of Freight per bushel on Wheat from Duluth to Buffalo, 1890.

| Date.          | Rate.  | Date.              | Rate.  |
|----------------|--------|--------------------|--------|
|                | Cents. |                    | Cents. |
| March 28. .... | 3½     | June 27....        | 2½     |
| April 11. .... | 3½     | July 8. ....       | 2½     |
| do 23. ....    | 3½     | do 10. ....        | 2½     |
| May 7. ....    | 3      | do 30. ....        | 2½     |
| do 10. ....    | 2½     | September 15. .... | 2½     |
| do 13. ....    | 3      | do 22. ....        | 2½     |
| June 3. ....   | 2½     | November 15. ....  | 3      |
| do 5. ....     | 2½     | do 22. ....        | 4      |
| do 13. ....    | 2½     | do 24. ....        | 4½     |
| do 14. ....    | 2      | do 26. ....        | 5      |
| do 21. ....    | 2½     | do 28. ....        | 5½     |
| do 24. ....    | 2½     |                    |        |

1891.

|                   |    |                  |    |
|-------------------|----|------------------|----|
| March 16. ....    | 27 | October 6. ....  | 3½ |
| do 18. ....       | 2½ | do 8. ....       | 3  |
| do 24. ....       | 2½ | do 10. ....      | 2½ |
| April 22. ....    | 2½ | do 19. ....      | 2½ |
| May 9. ....       | 2  | do 20. ....      | 3  |
| do 16. ....       | 1½ | do 21. ....      | 3½ |
| do 18. ....       | 1½ | do 26. ....      | 4  |
| do 20. ....       | 1½ | November 2. .... | 4½ |
| June 9. ....      | 1½ | do 3. ....       | 5  |
| do 12. ....       | 1½ | do 5. ....       | 5½ |
| do 13. ....       | 2  | do 6. ....       | 6  |
| July 7. ....      | 2½ | do 7. ....       | 7  |
| do 13. ....       | 2½ | do 9. ....       | 7½ |
| August 1. ....    | 3  | do 19. ....      | 8  |
| do 5. ....        | 3½ | do 20. ....      | 8½ |
| do 6. ....        | 3½ | do 21. ....      | 9½ |
| September 8. .... | 3½ | do 23. ....      | 9½ |
| do 10. ....       | 3½ | do 25. ....      | 9½ |
| do 15. ....       | 4  | do 28. ....      | 9½ |
| do 28. ....       | 3½ |                  |    |

Average daily rate in 1890..... 2·8 cents per bushel.  
do do 1891..... 3·15 do



## COAL FREIGHT RATES.

## SOFT COAL, OHIO PORTS TO PORTS NAMED.

| Year.                  | Chicago.    | Milwaukee.  | Escanaba.   | Duluth.     |
|------------------------|-------------|-------------|-------------|-------------|
| 1885.....              | \$0 67      | \$0 63      | \$0 51      | \$0 49      |
| 1886.....              | 0 89        | 0 83        | 0 60        | 0 78        |
| 1887.....              | 1 11        | 1 06        | 0 72        | 0 89        |
| 1888.....              | 0 92        | 0 84        | 0 61        | 0 66        |
| 1889.....              | 0 59        | 0 54        | 0 49        | 0 52        |
| 1890.....              | 0 66        | 0 64        | 0 45        | 0 49        |
| 1891.....              | 0 58        | 0 61        | 0 52        | 0 49        |
| Average, seven years.. | <u>0 77</u> | <u>0 74</u> | <u>0 56</u> | <u>0 62</u> |

## HARD COAL, BUFFALO TO PORTS NAMED.

| Year.                     | Chicago.    | Duluth.     |
|---------------------------|-------------|-------------|
| 1885.....                 | \$0 71      | \$0 52      |
| 1886.....                 | 0 87        | 0 62        |
| 1887.....                 | 1 05        | 0 70        |
| 1888.....                 | 0 86        | 0 65        |
| 1889.....                 | 0 52        | 0 41        |
| 1890.....                 | 0 62        | 0 43        |
| 1891.....                 | 0 56        | 0 29        |
| Average, seven years..... | <u>0 74</u> | <u>0 52</u> |

Coal is shipped net tons and handled in all cases without charge to the vessel.

Annual average canal freight rates on Wheat and the tolls on Wheat from Buffalo to New York, and the elevating and storage rates at Buffalo for each year from 1870 to 1891, inclusive.

[Prepared by Mr. William Thurstone, Secretary of the Buffalo Merchants' Exchange.]

| Year.     | Average Canal Freight Rates. | Tolls. | Elevating, including Storage.<br>a. | Year.     | Average Canal Freight Rates. | Tolls. | Elevating, including Storage.<br>a. |
|-----------|------------------------------|--------|-------------------------------------|-----------|------------------------------|--------|-------------------------------------|
|           | Cents.                       | Cents. | Cents.                              |           | Cents.                       | Cents. | Cents.                              |
| 1870..... | 11·2                         | 3·1    | 1·25                                | 1881..... | 4·7                          | 1·     | 8·75                                |
| 1871..... | 12·6                         | 3·1    | 1·25                                | 1882..... | 5·4                          | 1·     | 8·75                                |
| 1872..... | 13·                          | 3·1    | 1·25                                | 1883..... | 4·9                          | .....  | 8·75                                |
| 1873..... | 11·4                         | 3·1    | 1·25                                | 1884..... | 4·2                          | .....  | 8·75                                |
| 1874..... | 10·                          | 3·1    | 1·25                                | 1885..... | 3·8                          | .....  | 8·75                                |
| 1875..... | 7·9                          | 2·     | 1·                                  | 1886..... | 5·                           | .....  | 8·75                                |
| 1876..... | 6·6                          | 2·     | 1·                                  | 1887..... | 4·5                          | .....  | 8·75                                |
| 1877..... | 7·4                          | 1·     | 1·                                  | 1888..... | 3·4                          | .....  | 8·75                                |
| 1878..... | 6·                           | 1·     | 1·                                  | 1889..... | 4·8                          | .....  | 8·75                                |
| 1879..... | 6·8                          | 1·     | 1·                                  | 1890..... | 3·8                          | .....  | 8·75                                |
| 1880..... | 6·5                          | 1·     | 1·                                  | 1891..... | 3·5                          | .....  | 8·75                                |

a. Storage varied ; 5 to 10 days limit.

Annual average freight rates per bushel of Wheat for transportation from Chicago to New York for each year from 1857 to 1891, inclusive.

[Prepared by Mr. J. C. Brown, Statistician, New York Produce Exchange.]

| CALENDAR YEAR. | AVERAGE RATE PER BUSHEL.     |                   |              | CALENDAR YEAR. | AVERAGE RATE PER BUSHEL.     |                   |              |
|----------------|------------------------------|-------------------|--------------|----------------|------------------------------|-------------------|--------------|
|                | By Lake and Canal <i>a</i> . | By Lake and Rail. | By all Rail. |                | By Lake and Canal <i>a</i> . | By Lake and Rail. | By all Rail. |
|                | Cents.                       | Cents.            | Cents.       |                | Cents.                       | Cents.            | Cents.       |
| 1857           | 25.29                        |                   |              | 1875           | 11.43                        | 14.6              | 24.1         |
| 1858           | 16.28                        |                   |              | 1876           | 9.58                         | 11.8              | 16.5         |
| 1859           | 17.59                        |                   |              | 1877           | 11.24                        | 15.8              | 20.3         |
| 1860           | 24.83                        |                   |              | 1878           | 9.15                         | 11.4              | 17.7         |
| 1861           | 26.55                        |                   |              | 1879           | 11.60                        | 13.3              | 17.3         |
| 1862           | 26.33                        |                   |              | 1880           | 12.27                        | 15.7              | 19.9         |
| 1863           | 22.91                        |                   |              | 1881           | 8.19                         | 10.4              | 14.4         |
| 1864           | 28.36                        |                   |              | 1882           | 7.89                         | 10.9              | 14.6         |
| 1865           | 26.62                        |                   |              | 1883           | 8.37                         | 11.5              | 16.5         |
| 1866           | 29.61                        |                   |              | 1884           | 6.31                         | 9.55              | 13.125       |
| 1867           | 22.36                        |                   |              | 1885           | 5.87                         | 9.02              | 14.00        |
| 1868           | 22.79                        | 29.0              | 42.6         | 1886           | 8.71                         | 12.00             | 16.50        |
| 1869           | 25.12                        | 25.0              | 35.1         | 1887           | 8.51                         | 12.00             | 16.33        |
| 1870           | 17.10                        | 22.0              | 33.3         | 1888           | 5.93                         | 11.00             | 14.50        |
| 1871           | 20.24                        | 25.0              | 31.0         | 1889           | 6.89                         | 10.70             | 15.00        |
| 1872           | 24.47                        | 28.0              | 33.5         | 1890           | 5.85                         | 8.50              | 14.31        |
| 1873           | 19.19                        | 26.9              | 33.2         | 1891           |                              |                   |              |
| 1874           | 14.10                        | 16.9              | 28.7         |                |                              |                   |              |

*a*. Including canal tolls until 1882, but not Buffalo transfer charges. *b*. Averages of officially published tariffs.

**ANNUAL average through Freight Rates on Grain, Flour and Provisions (per 100 lbs.), from Chicago to European Ports, by all Rail to Sea-board and thence by Steamers, from 1880 to 1891.**

*(Prepared by Secretary of the Board of Trade, Chicago.)*

| Shipped to | Articles.    | 1891. | 1890. | 1889. | 1888. | 1887. | 1886. | 1885. | 1884. | 1883. | 1881. | 1880. |
|------------|--------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Liverpool  | Grain        | 4075  | 3187  | 3053  | 3490  | 3487  | 3672  | 2943  | 4428  | 3647  | 3718  | 4922  |
| do         | Sacked flour | 4187  | 3625  | 4162  | 3371  | 3491  | 3420  | 2367  | 2362  | 4030  | 3499  | 5423  |
| do         | Provisions   | 5531  | 5109  | 5746  | 3747  | 4073  | 4415  | 3508  | 4674  | 5183  | 4670  | 6871  |
| Glasgow.   | Grain        | 4425  | 3550  | 4075  | 3605  | 3705  | 3910  | 3228  | 2641  | 3932  | 3932  | 5651  |
| do         | Sacked flour | 4469  | 4188  | 4425  | 3679  | 3968  | 3951  | 3443  | 2811  | 4400  | 4400  | 5651  |
| do         | Provisions   | 5983  | 5333  | 6142  | 4653  | 4955  | 5329  | 4086  | 4789  | 5361  | 5361  | 6732  |
| London.    | Grain        | 4250  | 3550  | 4610  | 3802  | 3945  | 4086  | 2921  | 2783  | 3620  | 3620  | 5550  |
| do         | Sacked flour | 4328  | 4047  | 4610  | 3776  | 3784  | 4021  | 3171  | 3625  | 4276  | 4276  | 7385  |
| do         | Provisions   | 5983  | 5613  | 6196  | 4670  | 4781  | 5471  | 4046  | 4891  | 5550  | 5550  | 7385  |
| Antwerp.   | do           | 5250  | 4688  | 6094  | 4472  | 4961  | 5219  | 4327  | 5373  | 6295  | 6295  | 7385  |
| Hamburg    | do           | 5500  | 5050  | 6382  | 5426  | 5229  | 5154  | 3942  | 5434  | 6279  | 6279  | 7385  |
| Amsterdam  | do           | 6000  | 5000  | 6500  | 5426  | 5525  | 5562  | 4383  | 5434  | 6683  | 6683  | 7385  |
| Rotterdam  | do           | 6000  | 5000  | 6500  | 5426  | 5508  | 5562  | 4383  | 4354  | 6683  | 6683  | 7385  |
| Copenhagen | do           | 6375  | 5613  | 6492  | 5483  | 5508  | 5169  | 4951  | 5434  | 7158  | 7158  | 7385  |
| Stockholm  | do           | 6938  | 6094  | 7500  | 6671  | 5965  | 5543  | 5468  | 5908  | 8255  | 8255  | 7385  |
| Stettin.   | do           | 6375  | 6313  | 6492  | 5483  | 5508  | 5333  | 5210  | 5422  | 7420  | 7420  | 7385  |
| Bordeaux   | do           | 7500  | 6650  | 7491  | 5821  | 6021  | 5708  | 5066  | 5603  | 6432  | 6432  | 7385  |

## THE UNITED STATES IN-TRANSIT TRADE.

The in-transit and transshipment transactions of 1891 were distributed as to countries and ports as follows:—

Of the value of merchandise received from British North America, amounting to \$19,780,470, \$15,310,945 came from the Provinces of Quebec, Ontario, Manitoba and the North-West Territory, and \$4,469,525 from other British Possessions. The receipts from Europe and the United Kingdom amounted to \$26,413,597, of which \$20,879,851 came from the United Kingdom, and \$5,533,746 from Europe. The receipts from the West Indies were valued at \$7,964,459, of which those from Cuba amounted to \$6,977,901. Merchandise valued at \$1,060,449 was received from Asia and Oceanica.

Of the shipments from the United States, \$27,883,023 were destined for British North America, of which \$21,695,992 was shipped to the Provinces of Quebec, Ontario, Manitoba and the North-West Territory. The shipments to Europe amounted to \$16,863,334, of which \$11,968,808 were destined for the United Kingdom. The shipments to Mexico amounted to \$5,052,318, and to the West Indies to \$4,788,720.

The value of receipts of in-transit merchandise at leading ports of entry were as follows:—At New York, \$27,049,802; Portland, Me., \$9,173,932; Boston, \$3,338,852; New Orleans, \$2,585,589; San Francisco, \$1,092,518; Galveston, \$552,063; and at Northern Border and Lake ports, \$10,366,810.

## THE CARRYING TRADE IN UNITED STATES VESSELS.

The value of merchandise transported in the carrying trade of the United States during the year ending June 30, 1891, is shown as follows:—

| CARRIED IN.  | Imports.    | EXPORTS.    |            |             | In Transit and Transshipment Trade a. | Total Foreign Commerce. | Per Cent. |
|--|-------------|-------------|------------|-------------|---------------------------------------|-------------------------|-----------|
|  |             | Domestic.   | Foreign.   | Total.      |                                       |                         |           |
|  | \$          | \$          | \$         | \$          | \$                                    | \$                      |           |
| Cars and other land vehicles.....                      | 40,932,755  | 30,116,869  | 1,806,670  | 31,923,439  | 46,852,199                            | 119,708,393             | 6.49      |
| <i>American Vessels.</i>                               |             |             |            |             |                                       |                         |           |
| Steam.....   | 74,211,783  | 42,967,198  | 1,411,341  | 44,378,539  | 13,712,753                            | 132,303,075             | 7.17      |
| Sail.....  | 53,259,896  | 33,938,428  | 651,080    | 34,589,508  | 350,269                               | 88,199,672              | 4.79      |
| Total.....   | 127,471,678 | 76,905,626  | 2,062,421  | 78,968,047  | 14,063,022                            | 220,502,747             | 11.96     |
| <i>Foreign Vessels.</i>                                |             |             |            |             |                                       |                         |           |
| Steam.....   | 620,656,640 | 675,537,455 | 7,947,369  | 683,484,824 | 44,376,077                            | 1,348,517,541           | 73.11     |
| Sail.....  | 55,855,123  | 89,710,333  | 394,167    | 90,104,500  | 786,480                               | 146,746,103             | 7.96      |
| Total.....   | 676,511,763 | 765,247,788 | 8,341,536  | 773,589,324 | 45,162,557                            | 1,495,263,644           | 81.07     |
| Nationality and motive power of vessels not known..... |             |             |            |             | 8,918,056                             | 8,918,056               | .48       |
| Grand Total.   | 844,916,196 | 872,270,283 | 12,210,527 | 884,480,810 | 114,995,834                           | 1,844,392,840           | 100.00    |

a. Received and shipped.

Of the entire value of our foreign commerce, including that of the in-transit trade during the last fiscal year, amounting to \$1,844,392,840, 6·49 per cent was carried in cars and other land vehicles; 7·17 per cent in American steam vessels; 4·79 per cent in American sailing vessels; 73·11 per cent in foreign steam vessels; 7·96 per cent in foreign sailing vessels, and 48 per cent in vessels of which the nationality and motive power were unknown.

Our foreign commerce carried in home vessels, measured by its value, has declined from its highest point, 75 per cent in 1856, to 11·96 per cent during the last fiscal year, while 81·07 per cent was carried in foreign vessels.

Only 7·17 per cent of our foreign trade was conducted in steamers bearing our national flag, while 73·11 per cent of that trade with all its profits from employment of capital and labour was conducted in alien steam vessels. The constant and rapid decline of our share of the transportation of the commodities exchanged between this and foreign countries will be seen by reference to Appendix No. 5.

### TONNAGE ENTERED AND CLEARED IN THE FOREIGN TRADE OF THE UNITED STATES.

The tonnage entered at ports of the United States in the foreign trade during the year ended June 30, 1891, as compared with 1890 was as follows:—

|                               | 1890.   |            | 1891.   |            | INCREASE—DECREASE— |           |
|-------------------------------|---------|------------|---------|------------|--------------------|-----------|
|                               | Number. | Tons.      | Number. | Tons.      | Tons.              | Per Cent. |
| <i>Entered at Sea Ports.</i>  |         |            |         |            |                    |           |
| American—                     |         |            |         |            |                    |           |
| Sailing.....                  | 3,338   | 1,394,665  | 3,152   | 1,336,468  | -58,197            | -4·17     |
| Steam.....                    | 2,096   | 2,009,919  | 2,626   | 2,333,904  | +323,985           | +16·10    |
| Total.....                    | 5,434   | 3,404,584  | 5,778   | 3,670,372  | +265,788           | +7·81     |
| Foreign—                      |         |            |         |            |                    |           |
| Sailing.....                  | 6,959   | 3,071,111  | 6,812   | 2,942,115  | -128,996           | -4·20     |
| Steam.....                    | 5,814   | 8,889,909  | 5,607   | 8,782,124  | -107,785           | -1·21     |
| Total.....                    | 12,773  | 11,961,080 | 12,419  | 11,724,239 | -236,781           | -1·98     |
| Total entered at Sea Ports... | 18,207  | 15,365,604 | 18,197  | 15,394,611 | +29,007            | +0·19     |
| <i>Entered at Lake Ports.</i> |         |            |         |            |                    |           |
| American.....                 | 5,783   | 678,537    | 5,268   | 710,432    | +31,895            | +4·70     |
| Foreign.....                  | 9,458   | 2,063,120  | 9,113   | 2,099,252  | +36,132            | +1·75     |
| Total entered at Lake Ports.  | 15,241  | 2,741,657  | 14,381  | 2,809,684  | +68,027            | +2·48     |

## ELEVATOR CAPACITY, RECEIPTS AND RATES AT BUFFALO.

The following statement gives the names and storage capacity in bushels of the 33 available grain elevators at the Port of Buffalo, and also the names of 12 transfer and floating elevators, which practically have no storage room:—

| Elevators.          | Capacity. | Elevators.  | Capacity.  |
|---------------------|-----------|---|------------|
|                     | Bushels.  |   | Bushels.   |
| Bennett.....        | 800,000   | Niagara, B.....   | 1,200,000  |
| Brown.....          | 250,000   | Niagara, C.....   | 200,000    |
| C. J. Wells.....    | 550,000   | Ontario.....  | 440,000    |
| City, A.....        | 600,000   | Queen City, A, B and C.....                             | 450,000    |
| City, B.....        | 800,000   | Richmond.....   | 250,000    |
| Coatsworth.....     | 1,200,000 | Schreck.....  | 50,000     |
| Con'g Terminal..... | 950,000   | Sturges.....  | 300,000    |
| Dakota.....         | 850,000   | Swiftsure.....  | 150,000    |
| Erie.....           | 720,000   | Watson.....   | 600,000    |
| Evans.....          | 400,000   | Wheeler.....  | 350,000    |
| Exchange.....       | 500,000   | Wilkeson.....   | 400,000    |
| Frontier.....       | 650,000   | William Wells.....                                      | 200,000    |
| International.....  | 650,000   |   |            |
| Flaxseed.....       | 65,000    | Total bushels.....                                      | 15,000,000 |
| Lake Shore.....     | 300,000   | Less about 15 per cent needed as work-<br>ing room..... | 2,250,000  |
| Lyon.....           | 100,000   |   |            |
| Marine.....         | 125,000   | Total available storage capacity.....                   | 12,750,000 |
| National.....       | 100,000   |   |            |
| Niagara, A.....     | 800,000   |   |            |

The 33 elevators named above have capacity for elevating about 250,000 bushels per hour, or 6,000,000 bushels per day of 24 hours.

Transfer Elevators—Hefford's, Chicago, Fulton, Horton, Merchants, North-west, Western Transit.

Floating Elevators—Cyclone, Buffalo, Free Canal, Free Trade, Ira Y. Munn, Marquette.

## GRAIN AND FLAXSEED RECEIPTS.

The following statement shows the actual amount of lake grain and flaxseed handled during the past season at Buffalo:—

|  | Bushels.    |
|--|-------------|
| Western Elevating Company.....           | 130,253,138 |
| Cyclone Floating Elevator.....           | 2,500,000   |
| Hefford Elevator.....                    | 1,200,000   |
| National Elevator.....                   | 582,900     |
| Flaxseed Elevator.....                   | 124,677     |
| Cargoes afloat, 30th December, 1891..... | 543,928     |
| Total grain and flaxseed.....            | 135,204,543 |
| Total as per Custom House reports.....   | 135,315,510 |

## ELEVATING AND STORAGE RATES.

All of the elevators named above, receiving grain from vessels, belong to the Western Elevating Company, whose charges for elevating and storage were as follows, for the year 1891:—

Elevating, receiving, weighing and delivering,  $\frac{1}{2}$  cent per bushel; storage each 10 days or part thereof,  $\frac{1}{4}$  cent; no grain received for direct transfer, the vessel paying only the actual cost of shovelling. The charge for loading cars was  $\frac{1}{4}$  cent per bushel, including trimming.

The Cyclone and Hefford's elevators charged  $\frac{3}{4}$  cent per bushel for direct transfer from vessel to canal boat.

#### WINTER STORAGE.

After 10th November, 1891, for each ten days or part thereof,  $\frac{1}{4}$  cent per bushel until such charge, accumulated after the first ten days, shall amount to 2 cents per bushel; then free until five days after the opening of canal navigation in 1892. On all grain in store before 10th November,  $\frac{1}{4}$  cent per bushel for each ten days or part thereof, until such charge, accumulated after 10th November, shall amount to 2 cents per bushel; then free until five days after the opening of canal navigation.

#### RATES ON CAR GRAIN.

The Niagara, International, Lake Shore, Queen City, Exchange, and Ontario elevators made charges as follows:—

Elevating from cars, including shovelling and storage for five days,  $\frac{1}{2}$  cent per bushel; storage each succeeding ten days or part thereof,  $\frac{1}{4}$  cent; delivering to side bins,  $\frac{1}{4}$  cent; delivering to cars and switching to eastern roads,  $\frac{1}{4}$  cent; blowing and cleaning,  $\frac{1}{4}$  cent; grading and cleaning, 1 cent; separating and cleaning, 2 cents; running over and cooling,  $\frac{1}{4}$  cent; storing hot or damaged grain, commencing three days after same has been posted,  $\frac{1}{4}$  cent per bushel per day.

#### HOUSE OF REPRESENTATIVES, 52ND CONGRESS, 1ST SESSION.—REPORT No. 185.

##### *Water-way from Head of Lake Superior to the Sea.*

Mr. Lind, from the Committee on Interstate and Foreign Commerce, submitted the following report (to accompany H. Res. 11):—

8th February, 1892.

The Committee on Interstate and Foreign Commerce, to whom was referred the joint resolution (H. Res. 11) to promote the improvement of the water-way from the head of Lake Superior, by way of the Welland and St. Lawrence Canals and St. Lawrence River to the sea, respectfully report:—

The value and extent of the commerce of the Great Lakes has been so frequently commented upon in this body of late years, that it is not deemed necessary to quote figures or statistics to demonstrate its importance. Forming, as they do, the boundary line, in part, of eight of the larger States, the Great Lakes furnish a highway for the interchange of the productions of those commonwealths, that has no parallel in any other country. Thus far the traffic upon them has been confined almost wholly to the trade with Canada and the internal commerce between the States. The recent development of the untold resources of the great North-West has, however, made the productions of that region not only a vital part of our internal commerce, but the leading factor of our foreign trade. To facilitate the internal commerce, by affording better facilities in the way of improved harbours, lights, and deepening the canals, Congress has not hesitated to vote appropriations by millions. Its action in this behalf has met the approval of the country.

Your committee believes that it is now equally important to facilitate and take the proper steps to secure a deep-water outlet for the foreign commerce originating in the States bordering on, and tributary to these waters.

Public interest in this subject is evidenced by the action of conventions and commercial bodies, as well as by the several propositions submitted to Congress, looking to the opening of adequate water-ways between the lakes and the ocean. The impracticability of deepening or improving the Erie Canal so as to admit the passage of ocean-going crafts seems to be admitted on all sides. But it is claimed, however, by persons who are competent to express opinions on the subject, that it is

feasible to construct a canal from Oswego to the Hudson of sufficient size and depth to furnish deep-water passage from the lakes to the sea. That this may be true, and that the work may be undertaken, if practicable, is earnestly hoped for by all who are interested in the development of our means of communication. It stands admitted, however, that this project, in connection with the proposed Niagara Canal, would require decades for its execution and an amount of money variously estimated from \$40,000,000 to \$100,000,000.

Pending the consideration of this plan, and its execution if adopted, it seems to your committee that the great interests under consideration should be served by other available means if such are at hand or within our reach. Nature has provided an outlet by means of the St. Lawrence River, which needs but comparatively little improvement to make the great lakes as available to the commerce of the world as they now are to the internal commerce of the United States and of Canada. On the practicability of the St. Lawrence route for that purpose we quote from a letter to this committee, written by Col. O. E. Poe, in charge of the construction of the new canal at Sault Ste. Marie, in response to a reference of this resolution to the War Department, as follows:—

"The Welland and St. Lawrence Canals undoubtedly occupy the most favourable, and therefore the best line of water communication between the lakes and the ocean. A deep water way can be opened by their route at less cost than by any other, and there can be no question as to its advantages in an engineering point of view.

"It must be assumed that the Dominion of Canada is fully aware of the great advantage which so favourable a route affords, and will be loath to enter into any arrangement by which this advantage would be divided with another power. However, such questions belong to the domain of diplomacy, and it is probable that I am not expected to discuss them. So far as communication between the lakes and the countries beyond the Atlantic is concerned, every argument favours the proposition of this Bill."

Our neighbours on the north have already improved this natural outlet by the construction of the Welland Canal between lakes Erie and Ontario, and the series of shorter canals along the St. Lawrence. These canals cover the entire distance where canals are required between Lake Erie and the sea. Their aggregate length is only 70 miles, while the Erie Canal is 363 miles long.

In pursuance of plans adopted by the Canadian Government for uniformity of depth, the Welland has been deepened to 14 feet, and the work is in progress on the other canals with the prospect of completion within three years if the necessary appropriations are made. The magnitude and importance of the work already done is made evident by the fact that the steamer "Wetmore," carrying some 80 000 bushels of wheat, went through from Duluth to Liverpool last season by lightening her cargo, in passing down that portion of the St. Lawrence River at which the canals have not yet been deepened. This trip, though largely experimental, proved remunerative to the owners of the vessel. The rate paid from Duluth to Liverpool was 9½ cents per bushel, exclusive of the charges for transhipment to lighten the vessel, which was 3 cents per bushel.

This demonstrates that, with the completion of the improvements now in progress, steamers of the size and capacity of the "Wetmore" can be dispatched from points on the great lakes to any port in the world, provided we can use the canals in common with the Canadians. If the canals were further deepened so as to correspond with the new "Soo" Canal, Duluth, Milwaukee, Chicago, Cleveland and Buffalo would enjoy all the advantages of seaboard cities with reference to foreign trade.

While we are now enjoying the use of these Canadian canals, as the Canadians are ours, we should not lose sight of the fact that such enjoyment is not based on permanent treaty rights.

Under the provisions of Article XXXIII of the treaty of Washington our right to use the Welland and St. Lawrence canals may be terminated on two years'



notice, and it will be remembered that President Cleveland's administration claimed that the article in question has already been abrogated, so that we are now using those canals by sufferance only. For these reasons it is deemed important by this Committee that appropriate action should be taken by this Government to secure by a fair arrangement with the Canadians the permanent right to use these canals for our commerce, in common with and on the same terms as the citizens of that country.

It also appears to your Committee that the present time is exceedingly opportune for urging such action in behalf of the commerce of the great lakes. It is reported that representatives of the Canadian Government will shortly arrive in this city to negotiate with our Government for closer trade relations between the two countries.

Your Committee therefore recommend the passage of the joint resolution.

52ND CONGRESS,  
1ST SESSION.

### H. RES. 11.

[Report No. 185.]

IN THE HOUSE OF REPRESENTATIVES.

JANUARY 5, 1892.

Read twice, referred to the Committee on Interstate and Foreign Commerce, and ordered to be printed.

FEBRUARY 8, 1892.

Referred to the House Calendar and ordered to be printed.

Mr. Lind introduced the following joint resolution:—

#### JOINT RESOLUTION

To promote the improvement of the water way from the head of Lake Superior by way of the Welland and St. Lawrence Canals and St. Lawrence River to the sea.

"Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the President of the United States be, and he is hereby, requested to invite negotiations with the Government of the Dominion of Canada to secure the speedy improvement of the Welland and St. Lawrence Canals and the St. Lawrence River so as to make them conform in depth and navigability, so far as practicable, to the standard adopted by the Government of the United States for the improvements now in progress within the United States of the waters connecting the Great Lakes; and to that end the President is hereby authorized, if he deems expedient, to appoint three commissioners to negotiate on behalf of the United States with the representatives of the Government of the Dominion of Canada the terms and conditions of any agreement which may be entered into between the two governments in pursuance of any proposition submitted in that behalf by the Government of the Dominion of Canada."

No. 1.—Total Values of Merchandise received from British North America for Immediate Transit across United States Territory, or for Immediate Transshipment in Ports of the United States to British North America, and so shipped, during each year from 1873 to 1890, inclusive.

| YEAR ENDING JUNE 30TH, | COUNTRIES FROM WHICH RECEIVED.                        |  |                   |                            |            | COUNTRIES TO WHICH SHIPPED.                           |  |                   |                            |            |
|------------------------|---|--|-------------------|----------------------------|------------|---|--|-------------------|----------------------------|------------|
|                        | British North America.                                |  |                   |                            |            | British North America.                                |  |                   |                            |            |
|                        | Nova Scotia, New Brunswick, and Prince Edward Island. | Quebec, Ontario, Manitoba, and the North-West Territories. | British Columbia. | Newfoundland and Labrador. | Total.     | Nova Scotia, New Brunswick, and Prince Edward Island. | Quebec, Ontario, Manitoba, and the North-West Territories. | British Columbia. | Newfoundland and Labrador. | Total.     |
| 1873                   | 495,289   | 12,894,164   | 5,240             | .....                      | 13,394,693 | 5,282,290   | 21,320,174   | 181,720           | .....                      | 26,784,184 |
| 1874                   | 449,655   | 13,616,944   | 97,691            | .....                      | 14,163,690 | 7,150,036   | 19,843,169   | 317,534           | .....                      | 27,310,739 |
| 1875                   | 443,670   | 17,342,933   | 256,074           | .....                      | 18,042,577 | 8,999,596   | 20,283,639   | 517,050           | .....                      | 29,800,245 |
| 1876                   | 261,443   | 22,134,275   | 195,047           | 1,137                      | 22,591,902 | 9,102,600   | 14,638,358   | 653,836           | 94                         | 24,419,888 |
| 1877                   | 160,658   | 12,092,619   | 218,418           | .....                      | 12,471,695 | 2,879,422   | 15,551,238   | 544,013           | 2,475                      | 13,377,153 |
| 1878                   | 163,978   | 11,627,114   | 412,966           | .....                      | 12,204,058 | 951,268   | 11,436,470   | 524,018           | 934                        | 12,912,685 |
| 1879                   | 194,129   | 11,606,832   | 290,079           | 55                         | 12,081,095 | 889,539   | 11,520,877   | 476,824           | 2,347                      | 12,889,587 |
| 1880                   | 215,131   | 16,782,315   | 137,271           | .....                      | 17,134,717 | 1,643,716   | 14,866,663   | 531,436           | 288                        | 17,042,103 |
| 1881                   | 171,383   | 16,758,108   | 72,555            | .....                      | 17,002,046 | 1,778,836   | 20,857,827   | 719,268           | 333                        | 23,356,264 |
| 1882                   | 164,990   | 28,265,083   | 113,018           | 87                         | 28,543,178 | 2,732,665   | 34,005,845   | 865,784           | 1,190                      | 37,595,484 |
| 1883                   | 661,791   | 29,204,031   | 36,973            | 25                         | 29,802,820 | 2,455,537   | 35,878,389   | 971,307           | 7,335                      | 39,312,668 |
| 1884                   | 656,233   | 12,574,953   | 198,041           | .....                      | 13,419,227 | 1,740,900   | 19,717,466   | 1,475,833         | 5,186                      | 22,939,395 |
| 1885                   | 933,806   | 12,290,483   | 308,691           | 633                        | 13,523,613 | 1,635,442   | 16,448,942   | 1,825,293         | 781                        | 19,700,458 |
| 1886                   | .....   | 9,303,864  | 369,104           | 32,079                     | 10,801,020 | 2,040,298   | 16,369,429   | 1,825,178         | 6,174                      | 20,241,079 |
| 1887                   | 1,165,973   | 9,606,175  | 213,816           | .....                      | 11,504,721 | 1,621,748   | 19,930,296   | 635,841           | 70                         | 22,187,955 |
| 1888                   | 1,694,730   | 6,417,701  | 372,934           | 27,134                     | 8,542,817  | 1,781,028   | 13,459,169   | 370,822           | 1,137                      | 13,611,656 |
| 1889                   | 2,596,233   | 8,356,178  | 89,853            | 89,853                     | 11,336,123 | 4,484,787   | 18,993,957   | 665,527           | 2,704                      | 22,146,975 |
| 1890                   | 3,070,687   | 12,449,772   | 306,897           | 174,584                    | 16,001,910 | 5,277,210   | 21,140,198   | 913,106           | 4,690                      | 27,335,204 |
| 1891                   | 3,869,079   | 15,310,945   | 422,806           | 187,640                    | 19,780,470 | 5,605,614   | 21,695,992   | 547,144           | 34,273                     | 27,833,023 |

No. 2.—STATEMENT showing the Total Values of Foreign Merchandise transported in the In-transit and Transshipment Trade of the United States with the British North American Possessions during the Year ended 30th June, 1891.

| CUSTOMS DISTRICTS INTO WHICH RECEIVED. |  | COUNTRIES FROM WHICH RECEIVED.                       |  |                   |                            |                 | CUSTOMS DISTRICTS FROM WHICH SHIPPED. |  | COUNTRIES TO WHICH SHIPPED.                          |  |                   |                            |                 |
|--|--|--|--|-------------------|----------------------------|-----------------|---------------------------------------|--|--|--|-------------------|----------------------------|-----------------|
|  |  | Nova Scotia, New Brunswick and Prince Edward Island. | Quebec, Ontario, Manitoba and the Northwest Territories. | British Columbia. | Newfoundland and Labrador. | British Indies. |                                       |  | Nova Scotia, New Brunswick and Prince Edward Island. | Quebec, Ontario, Manitoba and the Northwest Territories. | British Columbia. | Newfoundland and Labrador. | British Indies. |
| <i>Received into—</i>                  |  | \$   | \$   | \$                | \$                         | \$              | <i>Shipped from—</i>                  |  | \$   | \$   | \$                | \$                         | \$              |
| Alaska, Alaska.                        |  | 1,040  | 54,461   | 64,982            |                            |                 | Alaska, Alaska.                       |  | 94   |  | 64,982            |                            |                 |
| Baltimore, Md.                         |  | 2,916,373  | 50   |                   |                            |                 | Baltimore, Md.                        |  | 49   | 2,916,154  |                   |                            | 220             |
| Bangor, Me.                            |  |  |  |                   |                            |                 | Bangor, Me.                           |  |  |  |                   |                            | 21,796          |
| Boston and Charlestown, Mass.          |  | 278,482  |  |                   |                            | 574             | Boston and Charlestown, Mass.         |  | 302,597  | 2,567,544  |                   | 365                        | 31,863          |
| Buffalo Creek, N. Y.                   |  |  | 218,490  |                   |                            |                 | Buffalo Creek, N. Y.                  |  | 8,375  | 2,241  |                   |                            | 1,359           |
| Champlain, N. Y.                       |  |  | 321,641  |                   |                            |                 | Champlain, N. Y.                      |  |  |  |                   |                            |                 |
| Detroit, Mich.                         |  |  | 69,634   |                   |                            |                 | Detroit, Mich.                        |  |  | 22,433   | 5,718             |                            |                 |
| Duluth, Minn.                          |  |  | 28,151   |                   |                            |                 | Duluth, Minn.                         |  |  | 148,798  | 12,001            |                            |                 |
| Huron, Mich.                           |  |  | 160,799  |                   |                            |                 | Huron, Mich.                          |  |  | 325,636  | 3,578             |                            |                 |
| Minnesota, Minn.                       |  |  | 996,214  |                   |                            |                 | Minnesota, Minn.                      |  |  | 416,713  | 87,959            |                            |                 |
| New York, N. Y.                        |  |  | 420,291  |                   |                            |                 | New York, N. Y.                       |  | 95,003   | 10,000,519   | 1,963             |                            | 1,781,289       |
| Niagara, N. Y.                         |  | 627,619  | 2,160  | 2,000             | 187,640                    | 813,882         | Niagara, N. Y.                        |  | 445,947  | 9,086  | 12,428            |                            | 51,032          |
| North and South Dakota.                |  |  | 2,759,530  |                   |                            |                 | North and South Dakota.               |  |  | 133,223  |                   |                            | 8,089           |
| Oswegatchie, N. Y.                     |  |  | 133,229  |                   |                            |                 | Oswegatchie, N. Y.                    |  |  |  |                   |                            | 4,501           |
| Pasamunquoddy, Me.                     |  | 31,640   | 46,626   |                   |                            |                 | Pasamunquoddy, Me.                    |  | 799  |  |                   |                            | 146             |
| Philadelphia, Pa.                      |  | 2,605  | 81,612   |                   |                            |                 | Philadelphia, Pa.                     |  | 115  | 4,949  |                   |                            |                 |
| Portland and Falmouth, Me.             |  | 1,320  |  |                   |                            |                 | Portland and Falmouth, Me.            |  |  |  |                   |                            |                 |
| Puget Sound, Wash.                     |  |  | 4,587,362  | 1,852             |                            |                 | Puget Sound, Wash.                    |  | 3,733,444  | 4,579,898  | 19                |                            |                 |
| San Francisco, Cal.                    |  |  |  | 353,972           |                            |                 | San Francisco, Cal.                   |  |  | 204,763  | 47,251            |                            |                 |
| Vermont, Vt.                           |  |  |  |                   |                            |                 | Vermont, Vt.                          |  | 1,019,191  | 920  |                   | 19,517                     | 15,556          |
|  |  |  | 5,430,695  |                   |                            |                 | Willamette, Ore.                      |  |  | 18,167   |                   |                            |                 |
| Total.                                 |  | 3,859,079  | 15,310,945   | 422,806           | 187,640                    | 814,456         | Total                                 |  | 5,605,614  | 21,635,992   | 547,144           | 34,273                     | 1,918,851       |

No. 3.—TOTAL VALUES of Merchandise Received from the Principal and other Foreign Countries for Immediate Transit across United States Territory or for Immediate Transshipment in Ports of the United States to other Foreign Countries, and so Shipped, for each Year from 1868 to 1891, inclusive.

| Year<br>ending<br>June 30. | Countries from which Received.   |           |  |         |           |                     | Countries to which Shipped.      |           |  |           |           |                     | Total<br>Value of<br>Merchandise<br>Received<br>and<br>Shipped. |
|----------------------------|----------------------------------|-----------|--|---------|-----------|---------------------|----------------------------------|-----------|--|-----------|-----------|---------------------|---|
|                            | Great<br>Britain and<br>Ireland. | Germany.  | British<br>North<br>American<br>Possessions. | Mexico. | Cuba.     | Other<br>Countries. | Great<br>Britain and<br>Ireland. | Germany.  | British<br>North<br>American<br>Possessions. | Mexico.   | Cuba.     | Other<br>Countries. |   |
| 1868.....                  | 10,664,576                       | 132,074   | 4,864,209                                    | 14,967  | 4,263,621 | 1,576,157           | 2,025,023                        | 3,212,123 | 14,375,419                                   | 481,643   | 116,521   | 1,304,875           | 21,515,604  |
| 1869.....                  | 10,891,698                       | 150,382   | 5,852,678                                    | 60,715  | 2,373,474 | 1,767,037           | 2,693,525                        | 1,547,602 | 15,033,821                                   | 448,300   | 72,875    | 1,299,861           | 21,095,984  |
| 1870.....                  | 10,210,455                       | 302,806   | 7,215,973                                    | 103,977 | 3,309,277 | 2,049,422           | 2,946,053                        | 2,116,249 | 16,689,037                                   | 321,331   | 135,915   | 1,983,275           | 23,191,860  |
| 1871.....                  | 13,473,915                       | 322,110   | 7,954,060                                    | 344,179 | 1,367,573 | 1,913,200           | 4,031,319                        | 1,033,307 | 18,406,475                                   | 346,872   | 345,224   | 1,211,840           | 25,375,037  |
| 1872.....                  | 17,633,231                       | 227,232   | 9,276,169                                    | 174,104 | 2,227,422 | 1,847,162           | 2,743,419                        | 2,293,819 | 24,042,790                                   | 358,151   | 179,570   | 1,737,496           | 31,385,340  |
| 1873.....                  | 19,144,815                       | 250,704   | 13,394,693                                   | 286,607 | 5,737,904 | 1,284,462           | 5,144,175                        | 3,622,325 | 26,784,184                                   | 235,113   | 319,771   | 1,993,617           | 40,099,185  |
| 1874.....                  | 18,832,900                       | 211,907   | 14,163,690                                   | 151,920 | 4,563,869 | 926,390             | 5,301,201                        | 3,896,642 | 27,310,739                                   | 665,214   | 520,493   | 1,096,387           | 38,850,676  |
| 1875.....                  | 18,657,276                       | 325,648   | 18,042,577                                   | 115,527 | 1,759,308 | 1,785,947           | 7,223,912                        | 1,495,285 | 29,800,250                                   | 1,155,004 | 248,358   | 757,429             | 40,686,283  |
| 1876.....                  | 14,304,197                       | 290,489   | 22,591,902                                   | 226,315 | 2,962,963 | 1,686,789           | 11,751,200                       | 2,958,558 | 24,419,888                                   | 1,120,440 | 600,061   | 1,163,508           | 42,062,655  |
| 1877.....                  | 13,732,085                       | 337,897   | 12,471,695                                   | 158,852 | 1,095,451 | 1,460,793           | 7,758,501                        | 1,108,298 | 18,977,133                                   | 329,577   | 306,311   | 776,933             | 29,256,773  |
| 1878.....                  | 16,084,510                       | 378,768   | 12,204,058                                   | 146,822 | 3,041,957 | 1,481,033           | 9,577,050                        | 2,905,230 | 12,912,685                                   | 316,604   | 319,611   | 1,305,908           | 27,337,148  |
| 1879.....                  | 8,795,340                        | 521,917   | 12,081,095                                   | 222,320 | 1,954,042 | 1,521,153           | 8,175,951                        | 2,252,572 | 12,890,587                                   | 330,968   | 174,757   | 1,272,032           | 23,095,967  |
| 1880.....                  | 10,311,139                       | 620,704   | 17,134,747                                   | 239,655 | 3,606,099 | 1,942,405           | 10,856,579                       | 3,658,477 | 17,042,103                                   | 300,148   | 224,848   | 1,775,504           | 33,857,749  |
| 1881.....                  | 14,898,052                       | 721,844   | 17,002,046                                   | 217,444 | 2,642,550 | 2,222,122           | 9,122,079                        | 2,729,246 | 23,356,264                                   | 671,008   | 177,340   | 1,648,121           | 58,065,459  |
| 1882.....                  | 18,911,637                       | 755,560   | 28,543,178                                   | 380,100 | 5,062,926 | 3,812,058           | 11,592,806                       | 5,336,361 | 37,595,484                                   | 800,025   | 319,257   | 2,421,526           | 58,878,327  |
| 1883.....                  | 20,242,222                       | 1,149,195 | 29,902,820                                   | 281,309 | 3,126,069 | 4,276,712           | 11,080,865                       | 2,758,994 | 30,312,568                                   | 2,282,473 | 352,552   | 3,081,875           | 68,878,327  |
| 1884.....                  | 14,036,694                       | 948,901   | 13,419,227                                   | 408,124 | 3,655,568 | 3,445,878           | 5,288,389                        | 2,940,488 | 22,939,385                                   | 2,748,434 | 221,061   | 2,346,146           | 36,814,392  |
| 1885.....                  | 11,064,186                       | 1,140,548 | 13,523,613                                   | 398,293 | 4,853,351 | 3,645,544           | 7,235,519                        | 3,771,524 | 19,700,458                                   | 1,292,515 | 119,376   | 2,751,423           | 37,038,264  |
| 1886.....                  | 13,142,614                       | 1,462,414 | 10,861,020                                   | 216,078 | 6,797,879 | 4,558,229           | 8,510,097                        | 3,803,566 | 20,241,079                                   | 1,279,399 | 452,700   | 2,751,423           | 37,038,264  |
| 1887.....                  | 17,977,200                       | 1,670,952 | 11,504,721                                   | 111,635 | 6,780,853 | 4,730,760           | 10,062,210                       | 4,353,942 | 22,281,975                                   | 3,062,476 | 608,121   | 3,561,358           | 42,766,121  |
| 1888.....                  | 13,707,240                       | 1,817,511 | 8,342,817                                    | 120,497 | 4,826,846 | 3,542,298           | 6,853,195                        | 2,561,043 | 15,611,656                                   | 3,766,180 | 563,539   | 3,987,596           | 33,343,209  |
| 1889.....                  | 19,040,647                       | 2,582,456 | 11,336,123                                   | 296,654 | 9,054,736 | 5,052,610           | 9,233,059                        | 4,581,064 | 22,146,975                                   | 4,781,110 | 892,158   | 5,768,287           | 47,403,253  |
| 1890.....                  | 20,654,427                       | 2,735,546 | 16,002,384                                   | 639,050 | 9,759,256 | 5,898,763           | 10,656,465                       | 5,097,434 | 27,335,678                                   | 4,944,149 | 1,215,349 | 6,450,301           | 55,699,426  |
| 1891.....                  | 20,873,851                       | 2,819,298 | 19,780,470                                   | 565,338 | 6,977,901 | 6,475,119           | 11,968,808                       | 3,640,940 | 27,883,023                                   | 5,052,318 | 966,851   | 7,985,977           | 57,497,917  |

## FOREIGN COMMERCE OF THE UNITED STATES.

No. 4.—STATEMENTS showing the Total Value of Imports and Exports of Merchandise and of Gold and Silver Coin and Bullion into and from the United States, by Countries and Customs Districts, during the Year ended 30th June, 1891.

## IMPORTS AND EXPORTS OF MERCHANDISE BY COUNTRIES.

| Order by magnitude of total imports and exports. | COUNTRIES.   | IMPORTS.    |                             |                       | DOMESTIC EXPORTS. |                             |  | FOREIGN EXPORTS. |                             |                                       | TOTAL IMPORTS AND EXPORTS. |                             |  |
|--|--|-------------|-----------------------------|-----------------------|-------------------|-----------------------------|--|------------------|-----------------------------|---------------------------------------|----------------------------|-----------------------------|--|
|  |  | Value.      | Per cent of total of group. | Per cent of im-ports. | Value.            | Per cent of total of group. | Per cent of total of domestic exports. | Value.           | Per cent of total of group. | Per cent of total of foreign exports. | Value.                     | Per cent of total of group. | Per cent of total of im-ports and exports. |
| 1  | EUROPE.  | \$          |                             |                       | \$                |                             |  | \$               |                             |                                       | \$                         |                             |  |
|  | Great Britain and Ireland .....                                | 194,723,252 | 42.39                       | 23.05                 | 441,599,807       | 63.30                       | 50.62                                  | 3,814,219        | 53.09                       | 31.26                                 | 640,137,288                | 54.99                       | 37.01                                      |
|  | BRITISH NORTH AMERICAN POSSESSIONS.                            |             |                             |                       |                   |                             |  |                  |                             |                                       |                            |                             |  |
| 1  | Quebec, Ontario, Manitoba and the North-West Territories ..... | 29,680,751  | 75.26                       | 3.51                  | 30,402,648        | 81.34                       | 3.49                                   | 1,697,368        | 80.81                       | 13.67                                 | 61,780,767                 | 78.29                       | 3.57                                       |
| 2  | Nova Scotia, New Brunswick and Prince Edward Island .....      | 6,808,635   | 17.26                       | 0.81                  | 3,771,313         | 10.09                       | 0.43                                   | 270,258          | 12.94                       | 2.21                                  | 10,850,206                 | 13.75                       | 0.63                                       |
| 3  | British Columbia .....   | 2,598,396   | 6.60                        | 0.31                  | 1,878,652         | 5.12                        | 0.22                                   | 127,539          | 6.11                        | 1.21                                  | 4,604,587                  | 5.88                        | 0.27                                       |
| 4  | Newfoundland and Labrador .....                                | 346,753     | 0.88                        | 0.04                  | 1,292,902         | 3.45                        | 0.15                                   | 3,075            | 0.14                        | 0.03                                  | 1,642,730                  | 2.08                        | 0.09                                       |
|  | Total .....  | 39,434,535  | 100.00                      | 4.67                  | 37,345,515        | 100.00                      | 4.29                                   | 2,098,240        | 100.00                      | 17.12                                 | 78,878,290                 | 100.00                      | 4.56                                       |

FOREIGN CARRYING TRADE.

No. 5.—VALUES of the Imports and Exports of the United States carried respectively in cars and other land vehicles, in American vessels and in foreign vessels during each Fiscal Year, from 1857 to 1891, inclusive, with the percentage carried in American vessels (coin and bullion are included from 1857 to 1879, inclusive, as method of transportation of specie and merchandise cannot be separately stated).

| Year<br>ending<br>June 30. | IMPORTS.                              |                         |                        | EXPORTS.                              |                         |                        | TOTAL IMPORTS AND EXPORTS.            |                         |                        |               | Percentage<br>carried in<br>American<br>vessels. |
|----------------------------|---------------------------------------|-------------------------|------------------------|---------------------------------------|-------------------------|------------------------|---------------------------------------|-------------------------|------------------------|---------------|--|
|                            | In cars and<br>other<br>land vehicles | In American<br>vessels. | In Foreign<br>vessels. | In cars and<br>other<br>land vehicles | In American<br>vessels. | In Foreign<br>vessels. | In cars and<br>other<br>land vehicles | In American<br>vessels. | In Foreign<br>vessels. | Total.        |  |
|                            |                                       |                         |                        |                                       |                         |                        |                                       |                         |                        |               |  |
| 1857                       | \$                                    | \$                      | \$                     | \$                                    | \$                      | \$                     | \$                                    | \$                      | \$                     | \$            | 70.5   |
| 1858                       |                                       | 259,116,170             | 101,773,971            |                                       | 251,214,857             | 111,745,825            |                                       | 510,331,027             | 213,519,796            | 723,850,823   | 73.7   |
| 1859                       |                                       | 203,700,016             | 78,913,134             |                                       | 243,491,288             | 81,153,133             |                                       | 447,191,304             | 160,066,267            | 607,257,571   | 66.9   |
| 1860                       |                                       | 216,123,428             | 122,644,702            |                                       | 249,617,953             | 107,171,509            |                                       | 465,741,381             | 229,816,211            | 695,557,592   | 66.5   |
| 1861                       |                                       | 228,164,855             | 134,001,399            |                                       | 279,082,902             | 121,639,394            |                                       | 507,247,757             | 255,040,793            | 762,288,550   | 65.2   |
| 1862                       |                                       | 201,544,055             | 134,106,098            |                                       | 179,972,733             | 69,372,180             |                                       | 381,516,788             | 203,478,278            | 584,995,066   | 60.0   |
| 1863                       |                                       | 92,274,100              | 113,497,629            |                                       | 125,421,318             | 104,517,667            |                                       | 217,695,418             | 218,015,296            | 435,710,714   | 41.4   |
| 1864                       |                                       | 109,744,580             | 143,175,340            |                                       | 132,127,891             | 199,880,691            |                                       | 241,872,471             | 343,056,031            | 584,928,502   | 27.5   |
| 1865                       |                                       | 81,212,077              | 248,350,818            |                                       | 102,849,409             | 237,442,730            |                                       | 184,061,486             | 485,793,548            | 669,855,034   | 27.7   |
| 1866                       |                                       | 74,385,116              | 174,170,336            |                                       | 93,017,756              | 262,539,588            |                                       | 167,402,872             | 437,010,124            | 604,412,996   | 32.2   |
| 1867                       |                                       | 112,040,385             | 333,471,763            |                                       | 213,671,466             | 351,754,928            |                                       | 325,771,861             | 685,226,691            | 1,010,998,552 | 33.9   |
| 1868                       |                                       | 117,209,536             | 300,622,035            |                                       | 180,625,368             | 280,708,368            |                                       | 297,834,904             | 581,330,403            | 879,165,307   | 33.1   |
| 1869                       |                                       | 122,965,225             | 248,659,583            |                                       | 175,106,348             | 301,886,491            |                                       | 297,981,573             | 550,546,074            | 848,527,647   | 35.6   |
| 1870                       |                                       | 136,802,024             | 300,512,231            |                                       | 153,154,748             | 285,979,781            |                                       | 289,956,772             | 586,492,012            | 876,448,784   | 31.2   |
| 1871                       |                                       | 153,237,077             | 309,140,510            |                                       | 190,732,324             | 329,786,978            |                                       | 352,969,401             | 638,927,488            | 991,896,889   | 28.5   |
| 1872                       |                                       | 163,285,710             | 363,020,644            | 7,798,156                             | 190,378,462             | 392,801,932            | 22,985,510                            | 353,664,172             | 755,822,576            | 1,132,472,258 | 26.7   |
| 1873                       |                                       | 177,286,302             | 445,416,783            | 10,015,089                            | 168,044,799             | 393,929,579            | 27,650,770                            | 345,341,101             | 839,346,362            | 1,212,328,233 | 25.8   |
| 1874                       |                                       | 174,739,834             | 471,806,765            | 10,799,430                            | 171,566,758             | 494,915,886            | 27,869,978                            | 346,306,592             | 966,723,651            | 1,340,899,221 | 26.7   |
| 1875                       |                                       | 176,027,778             | 405,320,135            | 8,509,205                             | 174,424,216             | 533,885,971            | 23,022,540                            | 350,451,994             | 930,260,106            | 1,312,680,640 | 25.8   |
| 1876                       |                                       | 157,872,726             | 382,949,568            | 7,304,356                             | 167,686,467             | 492,215,487            | 20,388,235                            | 314,257,792             | 884,788,517            | 1,119,434,544 | 27.2   |
| 1877                       |                                       | 143,389,704             | 321,139,500            | 6,324,487                             | 167,686,467             | 492,215,487            | 18,473,154                            | 311,076,171             | 813,354,987            | 1,142,904,312 | 26.5   |
| 1878                       |                                       | 151,834,067             | 329,565,833            | 6,767,170                             | 164,826,214             | 530,354,703            | 17,464,801                            | 316,660,281             | 859,920,536            | 1,194,045,627 | 25.9   |
| 1879                       |                                       | 146,499,282             | 307,407,565            | 7,439,862                             | 166,531,624             | 569,583,664            | 20,477,364                            | 313,050,906             | 876,991,129            | 1,210,519,369 | 22.6   |
| 1880                       |                                       | 143,590,353             | 310,499,599            | 7,439,862                             | 128,425,329             | 600,769,633            | 19,423,685                            | 272,015,692             | 911,269,232            | 1,202,708,669 | 17.18  |
| 1881                       |                                       | 149,317,368             | 503,494,913            | 8,838,928                             | 109,029,269             | 720,770,521            | 20,981,393                            | 258,346,577             | 1,224,265,434          | 1,503,593,404 | 16.22  |
| 1882                       |                                       | 133,631,146             | 491,840,269            | 8,250,308                             | 116,955,324             | 777,162,714            | 25,452,521                            | 250,586,477             | 1,269,062,983          | 1,545,041,974 | 15.40  |
| 1883                       |                                       | 130,266,826             | 571,517,802            | 12,118,371                            | 96,962,919              | 641,460,967            | 34,973,317                            | 227,229,745             | 1,212,978,769          | 1,475,181,831 | 15.54  |
| 1884                       |                                       | 23,003,048              | 564,175,576            | 25,089,844                            | 104,418,210             | 694,331,348            | 48,071,068                            | 240,420,500             | 1,258,506,024          | 1,547,020,316 | 15.40  |
| 1885                       |                                       | 136,002,290             | 564,175,576            | 25,089,844                            | 104,418,210             | 694,331,348            | 48,071,068                            | 240,420,500             | 1,258,506,024          | 1,547,020,316 | 15.40  |
| 1886                       |                                       | 135,046,207             | 512,511,192            | 26,573,774                            | 98,652,828              | 615,287,007            | 46,714,068                            | 233,699,635             | 1,127,798,199          | 1,408,211,362 | 16.60  |
| 1887                       |                                       | 112,864,052             | 443,513,801            | 24,183,299                            | 82,001,691              | 636,004,765            | 45,332,775                            | 194,865,743             | 1,079,518,546          | 1,319,717,084 | 14.76  |
| 1888                       |                                       | 118,942,817             | 491,937,636            | 19,144,657                            | 78,406,680              | 581,973,477            | 43,700,350                            | 197,349,503             | 1,073,911,113          | 1,314,960,966 | 15.01  |
| 1889                       |                                       | 121,365,493             | 543,392,216            | 21,389,666                            | 72,991,263              | 621,802,292            | 48,951,725                            | 194,356,746             | 1,165,194,508          | 1,408,502,979 | 13.80  |
| 1890                       |                                       | 123,523,298             | 568,222,357            | 22,147,368                            | 67,332,175              | 606,474,364            | 54,356,827                            | 190,867,478             | 1,174,697,321          | 1,419,911,621 | 13.44  |
| 1891                       |                                       | 120,782,910             | 586,120,881            | 28,436,517                            | 83,022,198              | 630,942,660            | 66,664,378                            | 203,805,108             | 1,217,063,541          | 1,487,533,027 | 13.70  |
| 1892                       |                                       | 124,948,948             | 623,740,100            | 32,949,902                            | 77,502,138              | 747,376,044            | 73,576,263                            | 202,451,086             | 1,371,116,744          | 1,647,139,093 | 12.29  |
| 1893                       |                                       | 127,471,678             | 676,511,763            | 31,923,439                            | 78,968,047              | 773,589,324            | 72,856,194                            | 206,439,725             | 1,450,101,087          | 1,729,397,006 | 11.94  |

Notes.—1. The amounts carried in cars and other land vehicles, were not separately stated prior to July 1, 1870. 2. Exports are stated in mixed gold and currency values from 1862 to 1879, inclusive.

No. 6.—STATEMENT showing the Total Values of Foreign Merchandise transported in the In Transit and Transshipment Trade of the United States with the British North American Possessions during each year from 1871 to 1890.

| Year ending 30th June. | Received for transit and transshipment<br>from British North American<br>Possessions. |           |            | Shipped in transit to or transshipment<br>for British North American<br>Possessions. |           |            |
|------------------------|---|-----------|------------|--|-----------|------------|
|                        | By Land.  | By Water. | Total.     | By Land.   | By Water. | Total.     |
|                        | \$  | \$        | \$         | \$   | \$        | \$         |
| 1871.....              | 6,035,585   | 1,918,475 | 7,954,060  | 15,624,591   | 2,781,884 | 18,406,475 |
| 1872.....              | 8,237,859   | 1,038,310 | 9,276,169  | 19,357,342   | 4,685,448 | 24,042,790 |
| 1873.....              | 11,700,787  | 1,693,906 | 13,394,693 | 20,178,666   | 6,605,518 | 26,784,184 |
| 1874.....              | 12,695,590  | 1,468,100 | 14,163,690 | 20,572,299   | 6,938,440 | 27,510,739 |
| 1875.....              | 16,890,022  | 1,152,555 | 18,042,577 | 23,794,129   | 6,006,166 | 29,800,295 |
| 1876.....              | 21,391,262  | 1,290,640 | 22,591,902 | 19,369,958   | 5,049,930 | 24,419,888 |
| 1877.....              | 10,835,642  | 1,636,053 | 12,471,695 | 17,066,855   | 1,910,298 | 18,977,153 |
| 1878.....              | 10,314,534  | 1,889,524 | 12,204,058 | 11,914,321   | 998,364   | 12,912,685 |
| 1879.....              | 10,098,998  | 1,982,097 | 12,081,095 | 12,030,635   | 858,952   | 12,889,587 |
| 1880.....              | 15,265,177  | 1,869,570 | 17,134,747 | 16,388,673   | 653,430   | 17,042,003 |
| 1881.....              | 15,200,967  | 1,801,079 | 17,002,046 | 22,828,270   | 527,994   | 23,356,264 |
| 1882.....              | 24,665,029  | 3,878,149 | 28,543,178 | 36,613,465   | 982,019   | 37,595,484 |
| 1883.....              | 26,382,370  | 3,420,450 | 29,802,820 | 38,389,318   | 923,250   | 39,312,568 |
| 1884.....              | 13,043,498  | 375,729   | 13,419,227 | 22,120,587   | 818,798   | 22,939,385 |
| 1885.....              | 12,755,686  | 767,927   | 13,523,613 | 19,105,476   | 594,982   | 19,700,458 |
| 1886.....              | 9,593,344   | 1,267,676 | 10,861,020 | 19,428,867   | 812,212   | 20,241,079 |
| 1887.....              | 9,377,041   | 2,127,680 | 11,504,721 | 20,178,365   | 2,009,590 | 22,187,955 |
| 1888.....              | 6,309,024   | 2,033,793 | 8,342,817  | 13,347,876   | 2,063,780 | 15,411,656 |
| 1889.....              | 8,303,171   | 3,032,952 | 11,336,123 | 19,290,966   | 2,849,263 | 22,140,229 |
| 1890.....              | 13,524,298  | 2,477,612 | 16,001,910 | 24,788,152   | 2,547,052 | 27,335,201 |

NOTE.—This movement forms no part of the import and export trade.

No. 7.—STATEMENT showing the Kinds and Weights of Commodities, the Produce and Manufacture of the United States, Exported from the United States through British Columbia *via* the Canadian Pacific Railway to China and Japan during the Year ended 30th June, 1891.

(From Reports furnished by the Canadian Pacific Railroad.)

| Articles.                          | Weight.           | Ports from which shipped into Canada. | Weight.           |
|------------------------------------|-------------------|---------------------------------------|-------------------|
|                                    | Lbs.              |                                       | Lbs.              |
| Apples .....                       | 3,250             | Portland, Oregon .....                | 15,400,053        |
| Belting .....                      | 8,220             | Lowell, Mass .....                    | 6,053,251         |
| Bones .....                        | 40,180            | New York, N.Y. ....                   | 2,411,837         |
| Books .....                        | 29,517            | Manchester, N.H. ....                 | 1,780,669         |
| Carbons .....                      | 125               | Nashua, N.H. ....                     | 1,337,188         |
| Celluloid .....                    | 2,117             | Biddeford, Me. ....                   | 1,174,340         |
| Chairs .....                       | 180               | Tacoma, Wash. ....                    | 687,140           |
| Chemicals—                         |                   | Chicago, Ill. ....                    | 398,512           |
| Ginseng .....                      | 39,125            | Chicopee, Mass. ....                  | 241,455           |
| Other .....                        | 1,683             | San Francisco, Cal. ....              | 200,000           |
| Cigars and cigarettes .....        | 443               | Walla Walla, Wash. ....               | 199,920           |
| Clocks .....                       | 120               | Schenectady, N.Y. ....                | 128,530           |
| Cotton, raw .....                  | 448,100           | Boston, Mass. ....                    | 40,044            |
| Cotton, manufactures of .....      | 12,185,489        | Cleveland, Ohio .....                 | 24,470            |
| Crockery .....                     | 180               | Lawrence, Mass. ....                  | 14,690            |
| Electric goods .....               | 19,136            | Syracuse, N.Y. ....                   | 10,000            |
| Flannels .....                     | 338,388           | Erie, Pa. ....                        | 7,910             |
| Flour .....                        | 16,422,521        | Rochester, N.Y. ....                  | 3,480             |
| Hams and bacon .....               | 960               | Saint Paul, Minn. ....                | 2,240             |
| Hay .....                          | 7,310             | Providence, R.I. ....                 | 1,030             |
| Hoofs .....                        | 141,254           | Port Townsend, Wash. ....             | 800               |
| Household effects .....            | 3,013             | Philadelphia, Pa. ....                | 713               |
| Ink .....                          | 1,180             |                                       |                   |
| Iron and steel, manufactures of :— |                   |                                       |                   |
| Castings .....                     | 56,415            |                                       |                   |
| Firearms .....                     | 270               |                                       |                   |
| Hardware .....                     | 126               |                                       |                   |
| Machinery .....                    | 283,409           |                                       |                   |
| Wire .....                         | 46,963            |                                       |                   |
| Lamps .....                        | 350               |                                       |                   |
| Lead pencils .....                 | 627               |                                       |                   |
| Missionary goods .....             | 3,470             |                                       |                   |
| Musical instruments .....          | 350               |                                       |                   |
| Oil, lubricating .....             | 950               |                                       |                   |
| Photographic goods .....           | 1,070             |                                       |                   |
| Plumbago .....                     | 437               |                                       |                   |
| Shoes .....                        | 800               |                                       |                   |
| Twine .....                        | 350               |                                       |                   |
| Wax .....                          | 1,260             |                                       |                   |
| Wood, manufactures of .....        | 1,540             |                                       |                   |
| Merchandise, not specified .....   | 27,094            |                                       |                   |
| <b>Total .....</b>                 | <b>30,117,972</b> | <b>Total .....</b>                    | <b>30,117,972</b> |



No. 8.—STATEMENT showing the Kinds and Weights of Commodities Imported into the United States, through British Columbia *via* the Canadian Pacific Railway, from China and Japan, during the Year ended 30th June, 1891.

(From reports furnished by the Canadian Pacific Railroad.)

| Articles.                       | Weight.    | Ports into which Imported. | Weight.    |
|---------------------------------|------------|----------------------------|------------|
|                                 | Lbs.       |                            | Lbs.       |
| Bulbs .....                     | 280        | New York, N.Y. ....        | 9,386,239  |
| Cigars .....                    | 2,141      | Chicago, Ill. ....         | 6,364,444  |
| Curios .....                    | 137,760    | Portland, Oreg. ....       | 937,442    |
| Fire crackers .....             | 721,840    | Port Townsend, Wash. ....  | 329,349    |
| Furs .....                      | 2,640      | St. Paul, Minn. ....       | 317,512    |
| Hemp .....                      | 279,000    | Seattle, Wash. ....        | 258,360    |
| do manufactures. ....           | 221,357    | Boston, Mass. ....         | 116,971    |
| Matting .....                   | 7,356      | Astoria, Oreg. ....        | 105,875    |
| Paper .....                     | 3,306      | Baltimore, Md. ....        | 63,914     |
| Personal effects .....          | 5,380      | Tacoma, Wash. ....         | 46,350     |
| Printed matter .....            | 140        | Minneapolis, Minn. ....    | 25,917     |
| Rice .....                      | 3,441,227  | Philadelphia, Pa. ....     | 20,430     |
| Robes .....                     | 2,829      | Hartford, Conn. ....       | 17,091     |
| Satins .....                    | 4,560      | Toledo, Ohio. ....         | 16,371     |
| Silk braids .....               | 10,240     | Omaha, Neb. ....           | 14,150     |
| do raw .....                    | 700,378    | Springfield, Mass. ....    | 13,990     |
| Skins .....                     | 1,060      | Detroit, Mich. ....        | 13,780     |
| Sugar .....                     | 65,660     | All other ports. ....      | 21,584     |
| Tea .....                       | 11,728,024 |                            |            |
| Toys .....                      | 1,350      |                            |            |
| Merchandise not described. .... | 733,247    |                            |            |
| Total .....                     | 18,069,769 | Total .....                | 18,069,769 |

No. 9.—STATEMENT showing the Kinds and Weights of Commodities, the Produce and Manufacture of the United States, shipped from Neche, N. Dak., and the Total Weight of Commodities received at Ogdensburg, N.Y., for Transportation *via* the Canadian Pacific Railway to Ports of the United States Pacific Coast, during the year ending 30th June, 1891.

| Articles.                            | Weight. | Articles.                           | Weight. |
|--------------------------------------|---------|-------------------------------------|---------|
|                                      | Lbs.    |                                     | Lbs.    |
| From Neche—                          |         | From Neche—Continued.               |         |
| Animals—horses .....                 | 2,000   | Earthen, stone and chinaware. ....  | 75,640  |
| Art works—paintings .....            | 2,280   | Eggs .....                          | 1,200   |
| Bones, horns, &c. ....               | 24,500  | Fancy articles, not specified. .... | 54,205  |
| Books and other printed matter. .... | 11,314  | Flax, hemp and jute, manufactures—  |         |
| Brass, and manufactures of .....     | 17,161  | Cordage .....                       | 5,634   |
| Breadstuffs—                         |         | Twine .....                         | 26,097  |
| Oatmeal .....                        | 69,180  | All other .....                     | 43,140  |
| Other .....                          | 345,050 | Fruits, preserved—                  |         |
| Brooms and brushes .....             | 28,570  | Canned .....                        | 22,100  |
| Carriages, horse cars, &c. ....      | 3,540   | Other .....                         | 24,532  |
| Cars, passenger and freight .....    | 360,000 | Glass and glassware—                |         |
| Chemicals, drugs, &c—                |         | Window-glass .....                  | 2,180   |
| Ashes, pot and pearl .....           | 7,545   | Other .....                         | 54,399  |
| Medicines, proprietary .....         | 76,819  | Glucose .....                       | 133,800 |
| Barks .....                          | 930     | Hair, manufactures of .....         | 5,310   |
| Clocks .....                         | 1,172   | India-rubber, manufactures of ..... | 33,661  |
| Copper, manufactures of .....        | 660     | Ink, printers, and other .....      | 870     |
| Cotton, manufactures of—             |         | Instruments, scientific .....       | 31,215  |
| Cloth, coloured .....                | 97,324  | Iron and steel, and manufactures—   |         |
| do uncoloured .....                  | 45,148  | Band, hoop and scroll iron. ....    | 24,370  |
| Wearing apparel .....                | 5,860   | Castings .....                      | 2,280   |
| All other .....                      | 19,250  | Cutlery .....                       | 12,500  |

No. 9.—STATEMENT showing the Kinds and Weights of Commodities, the Produce and Manufacture of the United States, &c.—*Continued.*

| Articles.   | Weight.   | Articles.   | Weight.    |
|---|-----------|---|------------|
|   | Lbs.      |   | Lbs.       |
| From Neche— <i>Continued.</i>                       |           | From Neche— <i>Continued.</i>                             |            |
| Iron and steel, and manufactures—                   |           | Provisions—   |            |
| Firearms . . . . .                                  | 952       | Lard . . . . .  | 48,550     |
| Locks, hinges and other builders hardware . . . . . | 430,802   | All other . . . . .                                       | 84,910     |
| Machinery, not specified . . . . .                  | 11,866    | Dairy products—   |            |
| Nails and spikes . . . . .                          | 373,957   | Butter . . . . .  | 20,753     |
| Printing presses . . . . .                          | 9,780     | Milk . . . . .  | 344,350    |
| Railroad cars, of steel . . . . .                   | 1,374,178 | Soap, fancy and other . . . . .                           | 82,169     |
| Saws and tools . . . . .                            | 54,447    | Spices, ground . . . . .                                  | 10,550     |
| Sewing machines . . . . .                           | 122,790   | Spirits, whiskey . . . . .                                | 100,835    |
| Steam engines—                                      |           | Starch . . . . .  | 25,910     |
| Locomotive . . . . .                                | 60,000    | Sugar and molasses—                                       |            |
| Stationary . . . . .                                | 34,173    | Molasses . . . . .  | 72,807     |
| Stoves . . . . .                                    | 263,505   | Sugar, brown . . . . .                                    | 28,530     |
| Wire . . . . .                                      | 425,730   | Tin, manufactures of . . . . .                            | 102,970    |
| All other manufactures . . . . .                    | 3,985,275 | Tobacco—  |            |
| Jewellery . . . . .                                 | 210       | Cigars and cigarettes . . . . .                           | 5,146      |
| Lamps, chandeliers, &c. . . . .                     | 300       | Other manufactures . . . . .                              | 199,836    |
| Lead, manufactures of . . . . .                     | 290       | Toys . . . . .  | 4,477      |
| Leather, and manufactures of—                       |           | Vegetables—   |            |
| Leather, finished, and other . . . . .              | 18,800    | Peas and beans . . . . .                                  | 20,000     |
| Boots and shoes . . . . .                           | 48,404    | Canned . . . . .  | 20,700     |
| Harness and saddles . . . . .                       | 4,015     | Other . . . . .   | 28,315     |
| Other manufactures of . . . . .                     | 4,576     | Wood, and manufactures of—                                |            |
| Lime and cement . . . . .                           | 680       | Boards . . . . .  | 312,045    |
| Malt liquors . . . . .                              | 262,900   | Staves . . . . .  | 43,080     |
| Marble, stone, and manufactures of . . . . .        | 1,240     | Doors, sash and blinds . . . . .                          | 49,800     |
| Matches . . . . .                                   | 4,400     | Moldings . . . . .  | 35,100     |
| Musical instruments—                                |           | Household furniture . . . . .                             | 553,697    |
| Organs . . . . .                                    | 19,950    | Woodenware . . . . .                                      | 271,577    |
| Pianofortes . . . . .                               | 35,190    | Other manufactures of . . . . .                           | 95,510     |
| Other . . . . .                                     | 270       | Wool, manufactures of—                                    |            |
| Oils—   |           | Carpets . . . . .   | 14,255     |
| Mineral, illuminating . . . . .                     | 67,500    | Blankets and flannels . . . . .                           | 1,650      |
| Whale or fish . . . . .                             | 4,000     | Wearing apparel . . . . .                                 | 217,432    |
| Other . . . . .                                     | 240       | All other . . . . .                                       | 678        |
| Paints and Colours . . . . .                        | 10,678    | All other unmanufactured articles not specified . . . . . | 62,042     |
| Paper—  |           | All other manufactured articles not specified . . . . .   | 343,925    |
| Writing . . . . .                                   | 92,700    |   |            |
| Other . . . . .                                     | 470,855   | Total . . . . .   | 13,201,784 |
| Provisions—   |           | From Ogdensburg, N. Y. . . . .                            | 4,269,410  |
| Meat products—                                      |           |   |            |
| Hams . . . . .                                      | 106,580   | Total shipped West . . . . .                              | 17,471,194 |
| Pork . . . . .                                      | 27,530    |   |            |

## Shipped for transportation to—

|                              |            |
|------------------------------|------------|
|                              | Lbs.       |
| San Francisco, Cal. . . . .  | 11,273,379 |
| Seattle, Wash. Ter. . . . .  | 1,675,974  |
| Anacortes, Wash. . . . .     | 1,520,373  |
| Port Townsend, Wash. . . . . | 1,029,435  |
| Fair Haven, Wash. . . . .    | 952,652    |
| Sehome, Wash. . . . .        | 557,525    |
| Whatcome, Wash. . . . .      | 208,168    |
| Tacoma, Wash. . . . .        | 158,925    |
| Portland, Oreg. . . . .      | 24,260     |
| All other ports . . . . .    | 70,503     |

Total . . . . . 17,471,194

No. 10.—STATEMENT of the Quantity and Value of Merchandise received at Neche, N. Dak., and Ogdensburg, N.Y., from United States ports on the Pacific Coast, and of Merchandise shipped from San Francisco, Cal., and Port Townsend, Wash., for eastern ports of the United States, over the Canadian Pacific Railway for the Year ending 30th June, 1891.

(The data reported under "Shipped from" are furnished by the Canadian Pacific Railroad, while those under "Received at" were taken from official returns of the respective Collectors of Customs.)

| Articles.                            | Shipped from<br>San Francisco,<br>Cal. | Shipped from<br>Port Towns-<br>end, Wash. | Received at<br>Neche, N. Dak. |        | Received at<br>Ogdensburg, N. Y. |        |
|--------------------------------------|--|---|-------------------------------|--------|----------------------------------|--------|
|                                      |  |   | Quantity.                     | Value. | Quantity.                        | Value. |
|                                      | Lbs.                                   | Lbs.                                      |                               | \$     |                                  | \$     |
| Beans and pease.....                 | 161,106                                |   |                               |        |                                  |        |
| Books.....                           |  | 950                                       |                               | 100    |                                  |        |
| Boots and shoes.....                 |  | 370                                       |                               |        |                                  |        |
| Borax.....                           | Lbs. 156,972                           |   | 123,661                       | 6,800  |                                  |        |
| do.....                              | Brls.                                  |   | 93                            |        |                                  |        |
| Dry goods.....                       | Lbs.                                   |   |                               |        | 2,535                            |        |
| Fruits, canned.....                  | " 328,626                              | 100                                       |                               |        | 247,154                          | 16,140 |
| do.....                              | "                                      |   |                               |        | 50,400                           |        |
| Glassware.....                       | 990                                    |   |                               |        |                                  | 990    |
| Hair, deers.....                     | Lbs. 8,459                             |   | 4,229                         | 381    |                                  |        |
| Hoofs.....                           | 24,500                                 |   |                               |        |                                  |        |
| Household goods.....                 | Lbs.                                   | 3,310                                     | 2,920                         | 310    |                                  |        |
| Leather.....                         | 25,641                                 |   |                               |        |                                  |        |
| Leather scraps.....                  | 43,260                                 |   |                               |        |                                  |        |
| Machinery, not specified.....        | 1,100                                  |   |                               |        |                                  | 50     |
| Salmon, canned.....                  | Lbs. 491,560                           | 51,310                                    | 306,300                       |        | 251,170                          | 13,640 |
| do.....                              | "                                      |   | 231,000                       | 13,200 | 21,200                           |        |
| Salmon, other.....                   | Brls.                                  |   | 70                            |        |                                  |        |
| Spirits, brandy.....                 | 22,350                                 |   |                               |        |                                  |        |
| do.....                              | Brls.                                  |   | 51                            | 2,481  |                                  |        |
| Sewing machines.....                 | No.                                    |   | 2                             |        |                                  |        |
| Seal skins.....                      |  | 25,000                                    |                               |        |                                  | 31,000 |
| Shingles.....                        |  | 1,282,050                                 |                               |        |                                  |        |
| do.....                              | M.                                     |   | 4,468                         | 8,295  |                                  |        |
| do.....                              | Bundles.                               |   | 6,471                         | 3,364  |                                  |        |
| do.....                              | "                                      |   | 995                           |        |                                  |        |
| Sugar, refined.....                  | Lbs. 82,870                            |   | 62,470                        | 4,565  |                                  |        |
| do.....                              | "                                      |   | 20,400                        |        |                                  |        |
| Trees.....                           |  | 800                                       |                               |        |                                  |        |
| Wine.....                            | Doz. 115,635                           |   |                               |        | 1,060                            | 17,050 |
| do.....                              | "                                      |   |                               |        | 350                              |        |
| do.....                              | Brls.                                  |   |                               |        | 8                                | 160    |
| Wood, manufacturers—<br>Barrels..... |  | 19,140                                    |                               |        |                                  |        |
| Wool, raw.....                       | 165,930                                |   |                               |        |                                  |        |
| Total.....                           | 1,628,999                              | 1,383,030                                 |                               |        |                                  |        |

NOTE.—There were received at Plattsburg, N. Y., during the year 80 barrels of salmon for which no value was given.

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# TABLES

SHOWING THE

TONNAGE ON THE CANALS.

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

| YEARS.    | VEGETABLE FOOD. |         |           |         |         |        |                       |
|-----------|-----------------|---------|-----------|---------|---------|--------|-----------------------|
|           | Flour.          | Wheat.  | Corn.     | Barley. | Oats.   | Rye.   | Other Vegetable Food. |
|           | Tons.           | Tons.   | Tons.     | Tons.   | Tons.   | Tons.  | Tons.                 |
| 1869..... | 71,051          | 670,534 | 256,475   | 99,012  | 92,309  | 13,489 | 99,743                |
| 1870..... | 54,978          | 658,524 | 193,129   | 123,191 | 117,941 | 19,520 | 127,727               |
| 1871..... | 41,211          | 748,549 | 672,057   | 113,992 | 129,891 | 34,563 | 109,935               |
| 1872..... | 20,534          | 403,903 | 902,753   | 120,061 | 92,959  | 13,357 | 120,753               |
| 1873..... | 19,307          | 803,064 | 637,296   | 70,586  | 70,023  | 30,160 | 114,735               |
| 1874..... | 29,134          | 772,163 | 519,203   | 98,654  | 59,408  | 8,215  | 280,821               |
| 1875..... | 17,635          | 744,293 | 282,031   | 104,475 | 62,717  | 8,309  | 86,090                |
| 1876..... | 9,290           | 416,376 | 365,254   | 96,494  | 52,147  | 19,949 | 104,783               |
| 1877..... | 8,923           | 448,043 | 723,458   | 139,453 | 66,045  | 35,948 | 77,114                |
| 1878..... | 5,904           | 844,555 | 734,993   | 89,534  | 85,029  | 64,613 | 88,106                |
| 1879..... | 7,164           | 949,466 | 621,180   | 96,144  | 23,164  | 59,210 | 77,071                |
| 1880..... | 8,266           | 966,052 | 1,156,619 | 106,247 | 20,893  | 26,340 | 86,673                |
| 1881..... | 6,926           | 444,832 | 475,823   | 81,587  | 30,321  | 15,484 | 61,588                |
| 1882..... | 9,372           | 642,215 | 251,687   | 96,650  | 22,180  | 43,372 | 53,300                |
| 1883..... | 9,047           | 573,740 | 522,978   | 58,787  | 51,607  | 95,246 | 67,595                |
| 1884..... | 7,251           | 790,409 | 198,216   | 65,008  | 52,696  | 71,462 | 51,944                |
| 1885..... | 6,869           | 565,922 | 359,982   | 64,587  | 8,234   | 10,211 | 47,505                |
| 1886..... | 9,005           | 993,129 | 354,765   | 62,854  | 7,278   | 3,073  | 59,782                |
| 1887..... | 4,089           | 936,840 | 446,617   | 75,458  | 35,365  | 6,717  | 47,678                |
| 1888..... | 3,287           | 491,419 | 499,218   | 41,100  | 70,315  | 12,532 | 49,087                |
| 1889..... | 4,429           | 484,141 | 592,550   | 66,110  | 63,674  | 36,329 | 49,663                |
| 1890..... | 3,489           | 353,738 | 616,702   | 90,754  | 48,438  | 21,657 | 33,123                |
| 1891..... | 3,126           | 756,101 | 142,141   | 71,903  | 16,362  | 68,771 | 33,951                |

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

| HEAVY GOODS. |               |             |         |           |         |           |
|--------------|---------------|-------------|---------|-----------|---------|-----------|
| Total.       | Railway Iron. | Other Iron. | Salt.   | Coal.     | Ores.   | Total.    |
| Tons.        | Tons.         | Tons.       | Tons.   | Tons.     | Tons.   | Tons.     |
| 1,302,613    | 137,677       | 79,652      | 263,333 | 1,324,408 | 183,992 | 1,989,062 |
| 1,295,010    | 135,930       | 89,708      | 266,740 | 1,558,185 | 238,802 | 2,289,365 |
| 1,850,198    | 178,269       | 100,310     | 248,709 | 1,194,037 | 289,952 | 2,011,277 |
| 1,674,320    | 161,667       | 96,996      | 248,558 | 1,462,590 | 377,592 | 2,347,403 |
| 1,745,171    | 53,363        | 62,581      | 216,706 | 1,625,859 | 415,968 | 2,374,477 |
| 1,767,598    | 24,511        | 82,955      | 173,590 | 1,413,162 | 232,544 | 1,926,762 |
| 1,305,550    | 36,603        | 95,305      | 186,785 | 1,217,091 | 283,219 | 1,819,003 |
| 1,064,293    | 11,691        | 69,450      | 114,070 | 1,036,698 | 173,530 | 1,405,439 |
| 1,498,984    | 10,341        | 58,828      | 156,918 | 1,286,881 | 250,573 | 1,763,541 |
| 1,912,734    | 8,385         | 65,642      | 139,927 | 889,873   | 210,078 | 1,313,905 |
| 1,833,399    | 27,634        | 99,568      | 136,021 | 971,074   | 314,411 | 1,548,708 |
| 2,371,090    | 94,613        | 139,993     | 144,487 | 959,342   | 370,884 | 1,709,319 |
| 1,116,561    | 78,650        | 205,005     | 113,756 | 1,092,003 | 337,873 | 1,827,287 |
| 1,118,776    | 58,921        | 122,786     | 108,040 | 1,228,435 | 364,361 | 1,882,543 |
| 1,379,000    | 46,553        | 47,412      | 190,392 | 1,152,849 | 293,892 | 1,731,098 |
| 1,236,986    | 28,513        | 54,471      | 161,788 | 954,288   | 201,610 | 1,400,670 |
| 1,063,310    | 12,215        | 38,726      | 161,272 | 1,025,941 | 195,750 | 1,433,904 |
| 1,489,886    | 10,878        | 152,030     | 112,002 | 857,884   | 269,914 | 1,402,708 |
| 1,552,764    | 21,368        | 224,979     | 124,054 | 905,424   | 243,578 | 1,539,403 |
| 1,166,958    | 2,596         | 43,881      | 106,344 | 1,219,680 | 259,269 | 1,631,770 |
| 1,296,896    | 3,278         | 78,135      | 112,100 | 1,094,897 | 234,948 | 1,523,358 |
| 1,167,901    | 5,800         | 26,804      | 93,181  | 830,154   | 202,072 | 1,157,291 |
| 1,092,355    | 1,960         | 36,770      | 81,232  | 881,502   | 215,686 | 1,217,150 |

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

| YEAR.      | VEGETABLE FOOD. |         |         |         |        |        |                 |
|------------|-----------------|---------|---------|---------|--------|--------|-----------------|
|            | Flour.          | Wheat.  | Corn.   | Barley. | Oats.  | Rye.   | Other Articles. |
|            | Tons.           | Tons.   | Tons.   | Tons.   | Tons.  | Tons.  | Tons.           |
| 1869*..... | 45,674          | 313,825 | 120,599 | 20,951  | .....  | 904    | 1,937           |
| 1872.....  | 26,651          | 239,998 | 254,902 | 6,035   | 7,752  | 64     | 2,745           |
| 1873.....  | 30,665          | 355,847 | 180,169 | 8,225   | 1,194  | 3      | 3,777           |
| 1874.....  | 24,019          | 413,212 | 181,151 | 18,871  | 5,954  | 513    | 8,677           |
| 1875.....  | 13,964          | 253,835 | 103,749 | 35,751  | 3,383  | 917    | 6,337           |
| 1876.....  | 15,778          | 201,906 | 144,501 | 18,455  | 24,496 | 1,454  | 3,198           |
| 1877.....  | 13,558          | 253,953 | 169,196 | 19,870  | 2,810  | 2,439  | 2,355           |
| 1878.....  | 9,121           | 191,982 | 185,931 | 10,979  | 3,088  | .....  | 2,302           |
| 1879.....  | 10,710          | 274,570 | 144,506 | 4,655   | 1,239  | 440    | 2,444           |
| 1880.....  | 12,679          | 242,020 | 163,738 | 17,772  | 477    | 1,016  | 1,480           |
| 1881.....  | 9,959           | 127,832 | 101,075 | 24,509  | .....  | 1,844  | 2,086           |
| 1882.....  | 12,261          | 215,056 | 54,799  | 20,126  | 611    | 3,226  | 403             |
| 1883.....  | 13,471          | 152,794 | 182,269 | 10,436  | 731    | 1,642  | 10,983          |
| 1884.....  | 13,683          | 144,851 | 118,811 | 7,155   | 10,746 | 1,320  | 9,168           |
| 1885.....  | 13,334          | 124,206 | 117,536 | 15,801  | 1,116  | .....  | 1,912           |
| 1886.....  | 19,474          | 154,169 | 219,442 | 1,595   | 4,911  | 564    | 14,657          |
| 1887.....  | 23,949          | 221,927 | 114,938 | 9,574   | 12,050 | .....  | 12,533          |
| 1888.....  | 16,983          | 160,963 | 194,886 | 5,906   | 26,629 | 811    | 13,608          |
| 1889.....  | 7,931           | 126,664 | 353,595 | 4,272   | 28,356 | 2,673  | 18,552          |
| 1890.....  | 14,461          | 118,002 | 327,394 | 10,830  | 27,728 | 1,549  | 20,876          |
| 1891.....  | 13,517          | 198,658 | 185,180 | 8,113   | 52,959 | 65,888 | 28,042          |

\*Fiscal.

the Welland Canal, during a series of Twenty-one Years ended 31st December, 1891.

| HEAVY GOODS. |                  |             |        |  |         |         |         |
|--------------|------------------|-------------|--------|--|---------|---------|---------|
| Total.       | Railway<br>Iron. | Other Iron. | Salt.  | Iron and Salt<br>having paid<br>full Tolls on<br>St. Lawrence<br>Canals. | Coal.   | Ores.   | Total.  |
| Tons.        | Tons.            | Tons.       | Tons.  | Tons.  | Tons.   | Tons.   | Tons.   |
| 503,860      | 68,064           | 16,924      | 91,575 | 37,153   | 103,126 | 58,781  | 275,623 |
| 538,147      | 26,217           | 17,141      | 50,540 | 44,243   | 186,932 | 98,605  | 423,678 |
| 579,880      | 6,923            | 20,754      | 40,850 | 17,157   | 339,016 | 118,685 | 543,387 |
| 647,397      | 6,032            | 12,068      | 23,309 | 9,579  | 323,503 | 56,825  | 431,316 |
| 417,936      | 1,517            | 7,588       | 13,509 | 9,962  | 321,306 | 43,683  | 397,565 |
| 409,788      | 51               | 7,997       | 30,300 | 20,327   | 288,211 | 81,654  | 378,540 |
| 464,181      | 9,630            | 9,696       | 9,173  | 3,983  | 323,869 | 42,758  | 399,109 |
| 403,403      | 10               | 11,518      | 3,980  | 12,686   | 295,318 | 15,229  | 338,741 |
| 438,564      | 2,782            | 5,797       | 7,174  | 17,796   | 192,957 | 19,164  | 245,670 |
| 442,182      | 5,360            | 4,812       | 413    | 22,273   | 109,986 | 34,139  | 176,983 |
| 269,395      | 4,585            | 7,013       | 10     | 30,682   | 128,113 | 18,785  | 189,188 |
| 306,482      | ....             | 5,348       | 50     | 17,327   | 237,559 | 23,700  | 283,984 |
| 373,326      | 1,237            | 7,922       | 66     | 17,037   | 307,058 | 31,785  | 365,105 |
| 305,734      | 698              | 652         | 461    | 3,242  | 274,471 | 53,205  | 332,729 |
| 273,905      | 78               | 2,055       | 597    | 14,243   | 248,272 | 26,728  | 291,973 |
| 414,812      | 166              | 6,123       | 48     | 12,324   | 271,356 | 27,447  | 317,464 |
| 394,971      | 1,351            | 5,636       | ....   | 6,715  | 145,193 | 13,866  | 172,761 |
| 419,786      | 93               | 3,220       | 316    | 13,617   | 223,871 | 16,872  | 257,989 |
| 542,043      | 47               | 2,479       | 1,254  | 20,269   | 268,305 | 2,435   | 294,789 |
| 519,291      | ....             | 753         | 1,027  | 28,047   | 202,384 | 8,138   | 240,349 |
| 367,177      | 127              | 1,610       | 2,567  | 7,953  | 224,644 | 3,415   | 240,316 |



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

## VEGETABLE FOOD.

| Year.     | Flour. | Wheat.  | Corn.   | Barley. | Oats.   | Rye.   | Other Articles | Total.    | Increase. | Decrease. |
|-----------|--------|---------|---------|---------|---------|--------|----------------|-----------|-----------|-----------|
|           | Tons.  | Tons.   | Tons.   | Tons.   | Tons.   | Tons.  | Tons.          | Tons.     |           |           |
| 1869..... | 5,609  | 490,904 | 219,874 | 1,978   | 63,728  | 2,150  | 2,193          | 786,436   | .....     | ....      |
| 1870..... | 8,258  | 502,158 | 165,577 | 19,944  | 89,156  | 10,593 | 6,906          | 802,592   | 2·05      | .....     |
| 1871..... | 5,607  | 570,849 | 579,709 | 19,810  | 106,391 | 27,622 | 5,705          | 1,315,693 | 67·59     | ...       |
| 1872..... |        | 330,032 | 866,169 | 41,515  | 73,572  | 5,900  | 88             | 1,317,276 | 67·50     | .....     |
| 1873..... | 6      | 737,167 | 611,675 | 8,636   | 51,615  | 22,441 | 634            | 1,432,174 | 82·10     | .....     |
| 1874..... |        | 650,161 | 459,728 | 3,192   | 44,079  | 112    | 237            | 1,157,509 | 47·18     | .....     |
| 1875..... | 5,859  | 695,315 | 273,006 | 1,156   | 36,609  | 2,242  | 3,372          | 1,017,559 | 29·38     | .....     |
| 1876..... | 231    | 377,317 | 356,064 | 6,334   | 24,488  | 12,205 | 4,691          | 783,331   | .. .      | 0·39      |
| 1877..... | 1,710  | 398,416 | 709,723 | 26,351  | 52,559  | 27,365 | 4,976          | 1,223,100 | 55·52     | .....     |
| 1878..... | 987    | 775,953 | 718,714 | 21,665  | 69,256  | 51,064 | 6,662          | 1,644,301 | 109·08    | ...       |
| 1879..... | 1,239  | 892,404 | 602,171 | 7,193   | 14,537  | 40,471 | 7,528          | 1,565,543 | 99·07     | .....     |
| 1880..... | 2,743  | 897,603 | 131,857 | 434     | 16,154  | 12,137 | 4,256          | 2,065,184 | 162·06    | .....     |
| 1881..... | 1,491  | 386,605 | 458,318 | 86      | 24,751  | 107    | 7,484          | 878,842   | 11·75     | .....     |
| 1882..... | 1,123  | 586,019 | 241,406 | 1,858   | 9,046   | 19,158 | 6,216          | 864,826   | 9·96      | .....     |
| 1883..... | 538    | 535,150 | 517,219 | 6,816   | 47,190  | 79,010 | 6,051          | 1,191,974 | 51·06     | ...       |
| 1884..... | 520    | 767,784 | 194,368 | 4,910   | 47,060  | 57,856 | 4,411          | 1,078,909 | 37·18     | .....     |
| 1885..... | 323    | 540,533 | 356,737 | 3,317   | 5,610   | 6,405  | 5,427          | 918,352   | 14·36     | .....     |
| 1886..... | 488    | 955,851 | 351,272 | 6,799   | 5,180   | .....  | 4,001          | 1,353,591 | 72·11     | .....     |
| 1887..... | 334    | 914,152 | 438,069 | 15,207  | 32,907  | 4,612  | 44,693         | 1,449,984 | 85·64     | .....     |
| 1888..... | 534    | 469,965 | 494,110 | 6,589   | 68,922  | 10,997 | 1,717          | 1,052,854 | 33·87     | .....     |
| 1889..... | 845    | 457,922 | 579,526 | 16,380  | 61,175  | 34,167 | 5,160          | 1,155,175 | 46·88     | .....     |
| 1890..... | 195    | 329,531 | 498,641 | 58,563  | 45,202  | 16,903 | 4,362          | 953,397   | 21·23     | .....     |
| 1891..... | 1,071  | 733,967 | 137,679 | 43,779  | 14,803  | 66,278 | 2,594          | 1,000,171 | .....     | .....     |

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

## VEGETABLE FOOD.

| Year.     | Flour. | Wheat.  | Corn.  | Barley. | Oats. | Rye.   | Other Articles | Total.  | Increase. | Decrease. |
|-----------|--------|---------|--------|---------|-------|--------|----------------|---------|-----------|-----------|
|           | Tons.  | Tons.   | Tons.  | Tons.   | Tons. | Tons.  | Tons.          | Tons.   |           |           |
| 1869..... | 7,361  | 141,360 | 28,585 | 66,794  | 1,113 | 8,569  | 14,033         | 267,815 | .....     | .....     |
| 1870..... | 11,440 | 115,732 | 10,120 | 77,906  | 3,953 | 7,402  | 11,628         | 238,181 | .....     | 11·06     |
| 1871..... | 10,043 | 123,173 | 70,218 | 72,675  | 1,806 | 6,250  | 13,259         | 297,424 | 11·05     | .....     |
| 1872..... | 4,773  | 57,865  | 27,148 | 62,172  | 684   | 6,751  | 10,425         | 169,818 | .....     | 36·59     |
| 1873..... | 4,061  | 53,361  | 10,578 | 46,337  | 670   | 6,019  | 10,739         | 131,765 | ..        | 50·80     |
| 1874..... | .....  | 108,288 | 46,127 | 77,007  | 1,103 | 7,053  | 3,747          | 243,325 | .....     | 9·14      |
| 1875..... | 1,728  | 32,690  | 3,034  | 75,083  | 3,308 | 4,989  | 5,931          | 126,763 | .....     | 52·67     |
| 1876..... | 967    | 21,890  | 1,324  | 63,336  | 117   | 5,703  | 6,638          | 99,975  | .....     | 62·67     |
| 1877..... | 855    | 28,955  | 3,308  | 80,306  | 316   | 6,603  | 6,556          | 126,899 | .....     | 52·61     |
| 1878..... | 1,394  | 24,171  | 1,383  | 50,381  | ..... | 10,598 | 5,222          | 93,149  | .....     | 65·21     |
| 1879..... | 734    | 25,740  | 9,268  | 71,693  | ..... | 16,623 | 3,110          | 127,168 | .....     | 52·51     |
| 1880..... | 951    | 17,466  | 15,656 | 82,743  | ..... | 12,598 | 5,996          | 135,410 | .....     | 49·43     |
| 1881..... | 758    | 25,352  | 8,064  | 62,793  | 200   | 14,444 | 4,027          | 115,638 | .....     | 56·82     |
| 1882..... | 813    | 20,274  | 4,401  | 70,862  | 416   | 22,265 | 7,773          | 126,804 | .....     | 52·65     |
| 1883..... | 432    | 22,634  | 535    | 32,557  | ..... | 14,384 | 1,967          | 72,507  | .....     | 73·00     |
| 1884..... | 404    | 5,932   | 413    | 48,391  | ..... | 12,173 | 2,819          | 70,132  | .....     | 73·48     |
| 1885..... | 519    | 6,484   | 22     | 45,264  | ..... | 4,613  | 2,945          | 59,847  | .....     | 77·62     |
| 1886..... | 737    | 9,579   | 154    | 42,261  | ..... | 1,671  | 4,814          | 59,216  | .....     | 77·88     |
| 1887..... | 790    | 675     | 2      | 44,580  | ..... | 716    | 1,370          | 48,133  | .....     | 82·02     |
| 1888..... | 384    | 2,206   | 168    | 6,237   | ..... | .....  | 2,196          | 11,191  | .....     | 95·82     |
| 1889..... | 473    | 8,002   | 8,950  | 40,096  | 16    | 1,405  | 1,003          | 59,945  | .....     | 77·61     |
| 1890..... | 545    | 10,378  | 10,408 | 26,639  | 8     | 4,635  | 2,356          | 54,969  | .....     | 79·47     |
| 1891..... | 292    | 4,298   | 1,652  | 27,418  | ..... | 2,130  | 3,620          | 39,410  | .....     | .....     |

F—TABLE showing the Tonnage of the undermentioned Articles cleared downward on the Welland Canal, during a series of Twenty Years, ended 31st December, 1891.

## VEGETABLE FOOD.

| Year.       | Flour. | Wheat.  | Corn.   | Barley. | Oats.  | Rye.   | Other Articles. | Total.  |
|-------------|--------|---------|---------|---------|--------|--------|-----------------|---------|
|             | Tons.  | Tons.   | Tons.   | Tons.   | Tons.  | Tons.  | Tons.           | Tons.   |
| 1869* ..... | 44,110 | 310,090 | 119,541 | 3,920   | .....  | 680    | 1,541           | 479,882 |
| 1872 .....  | 26,648 | 231,056 | 254,534 | 2,693   | 7,594  | 64     | 2,306           | 524,889 |
| 1873 .....  | 30,660 | 345,720 | 180,042 | 2,643   | 1,188  | 3      | 3,557           | 563,813 |
| 1874 .....  | 24,017 | 406,157 | 181,128 | 377     | 5,953  | .....  | 3,301           | 620,933 |
| 1875 .....  | 13,930 | 248,555 | 103,477 | 813     | 3,383  | 500    | 4,304           | 374,962 |
| 1876 .....  | 15,735 | 194,559 | 144,501 | 1,110   | 24,496 | 1,454  | 2,949           | 384,807 |
| 1877 .....  | 13,588 | 248,894 | 169,185 | 10,216  | 2,810  | 2,405  | 1,833           | 448,931 |
| 1878 .....  | 8,854  | 188,106 | 185,931 | 1,217   | 3,088  | .....  | 2,100           | 389,296 |
| 1879 .....  | 10,588 | 271,545 | 144,276 | 803     | 1,196  | .....  | 2,387           | 430,795 |
| 1880 .....  | 12,467 | 240,601 | 162,891 | .....   | 477    | .....  | 1,418           | 417,853 |
| 1881 .....  | 9,655  | 121,393 | 103,075 | 252     | .....  | 6      | 1,371           | 235,752 |
| 1882 .....  | 12,205 | 205,876 | 54,797  | 537     | .....  | 1,954  | 225             | 275,594 |
| 1883 .....  | 13,256 | 146,741 | 182,143 | 975     | 731    | 518    | 10,971          | 355,335 |
| 1884 .....  | 13,626 | 135,804 | 118,811 | 270     | 10,746 | 477    | 9,018           | 288,752 |
| 1885 .....  | 13,322 | 114,090 | 117,536 | 618     | 1,116  | .....  | 1,628           | 248,310 |
| 1886 .....  | 19,418 | 146,151 | 218,897 | .....   | 4,891  | .....  | 14,571          | 403,928 |
| 1887 .....  | 23,940 | 210,755 | 114,938 | 1,711   | 12,050 | .....  | 12,149          | 375,543 |
| 1888 .....  | 16,973 | 150,833 | 194,886 | 555     | 26,629 | 811    | 13,358          | 404,045 |
| 1889 .....  | 7,922  | 120,498 | 353,595 | 197     | 28,356 | 1,918  | 18,273          | 530,759 |
| 1890 .....  | 14,461 | 114,924 | 327,394 | 6,519   | 27,728 | 1,121  | 20,836          | 512,983 |
| 1891 .....  | 13,517 | 196,326 | 185,177 | 8,113   | 52,959 | 65,071 | 27,895          | 549,058 |

\* Fiscal.



H.—TABLE showing the Tonnage of Vegetable Food carried on each of the Lines of Canals and the two principal Railways, competing for the Carrying Trade between Lake Erie and Tidewater, for a series of Twenty-one Years, ended 31st December, 1891.

| Year.       | Total<br>on New York<br>Canals. | Total<br>on Welland<br>Canal. | Total<br>on New York<br>Central<br>and<br>Erie Railways. | Quantity<br>cleared<br>at Buffalo and<br>Tonawanda<br>by<br>Erie Canal. | Quantity<br>cleared at<br>Oswego<br>by Canal. | Quantity<br>cleared<br>through the<br>Welland Canal<br>in transit<br>between ports<br>in the<br>United States. |
|-------------|---------------------------------|-------------------------------|--|---|---|--|
|             | Tons.                           | Tons.                         | Tons.  | Tons.   | Tons.   | Tons.  |
| 1869* ..... | 1,302,613                       | 503,860                       | 1,087,809  | 786,436   | 267,815                                       | 337,530  |
| 1872. ....  | 1,674,320                       | 538,147                       | 1,870,614  | 1,317,276   | 169,818                                       | 234,337  |
| 1873.....   | 1,745,171                       | 579,880                       | 2,036,992  | 1,432,174   | 131,765                                       | 243,366  |
| 1874.. .... | 1,767,598                       | 647,397                       | 2,791,517  | 1,157,509   | 243,325                                       | 374,226  |
| 1875... ..  | 1,305,550                       | 417,936                       | 2,343,241  | 1,017,559   | 126,763                                       | 177,908  |
| 1876.....   | 1,064,293                       | 409,788                       | 2,875,803  | 783,331   | 99,975  | 162,405  |
| 1877.....   | 1,408,984                       | 464,181                       | 2,493,683  | 1,223,100   | 126,899                                       | 180,586  |
| 1878.....   | 1,912,734                       | 403,403                       | 3,695,764  | 1,644,301   | 93,149  | 128,361  |
| 1879.. .... | 1,833,399                       | 438,564                       | 4,353,617  | 1,565,543   | 127,168                                       | 87,826   |
| 1880.....   | 2,371,090                       | 442,182                       | 4,732,385  | 2,065,184   | 135,410                                       | 48,580   |
| 1881.....   | 1,116,561                       | 269,395                       | 4,983,722  | 878,842   | 115,638                                       | 65,285   |
| 1882.....   | 1,118,776                       | 306,482                       | 3,885,557  | 864,826   | 126,804                                       | 64,002   |
| 1883.....   | 1,379,000                       | 372,236                       | 4,422,461  | 1,191,974   | 72,507  | 132,496  |
| 1884.....   | 1,236,986                       | 305,734                       | 3,639,805  | 1,078,909   | 70,132  | 114,422  |
| 1885.....   | 1,063,310                       | 273,905                       | 4,105,594  | 918,352   | 59,847  | 118,203  |
| 1886.....   | 1,489,886                       | 414,812                       | 3,802,262  | 1,353,591   | 59,216  | 172,888  |
| 1887.....   | 1,552,764                       | 394,971                       | 3,847,766  | 1,449,984   | 48,133  | 157,530  |
| 1888.....   | 1,166,958                       | 419,786                       | 3,197,734  | 1,052,834   | 11,191  | 189,825  |
| 1889.....   | 1,296,896                       | 542,043                       | 3,654,984  | 1,155,175   | 59,945  | 236,208  |
| 1890.....   | 1,167,901                       | 519,291                       | 4,336,199  | 953,397   | 54,969  | 275,619  |
| 1891... ..  | 1,092,355                       | 367,177                       | 3,565,381  | 1,000,171   | 39,410  | 253,444  |

\* Fiscal.

I.—STATEMENT showing the Quantity of Freight passed down the Welland Canal in Canadian and United States Vessels entering the Canal at Port Colborne during the Seasons of Navigation, in 1882, 1883, 1884, 1885, 1886, 1887, 1888, 1889 and 1891.

| ARTICLES.                         | CANADIAN VESSELS. |          |           |          | UNITED STATES VESSELS. |          |            |          | TOTAL.         |          |
|-----------------------------------|-------------------|----------|-----------|----------|------------------------|----------|------------|----------|----------------|----------|
|                                   | Steam.            |          | Sail.     |          | Steam.                 |          | Sail.      |          | Steam and Sail |          |
|                                   | No.               | Tonnage. | No.       | Tonnage. | No.                    | Tonnage. | No.        | Tonnage. | No.            | Tonnage. |
|                                   | 174               | 62,665   | 432       | 121,150  | 41                     | 17,482   | 329        | 97,257   | 976            | 298,554  |
|                                   | Tons.             |          | Tons.     |          | Tons.                  |          | Tons.      |          | Tons.          |          |
| 1882.                             |                   |          |           |          |                        |          |            |          |                |          |
| Wheat. ....                       | 60,535            |          | 46,201    |          | 5,203                  |          | 87,213     |          | 199,152        |          |
| Corn. ....                        | 7,431             |          | 6,075     |          | 3,468                  |          | 38,360     |          | 55,334         |          |
| Rye. ....                         |                   |          |           |          |                        |          | 1,954      |          | 1,954          |          |
| Coal. ....                        | 1,673             |          | 51,127    |          | 112                    |          | 27,968     |          | 80,880         |          |
| Miscellaneous merchandise         | 2,939             |          | 3,744     |          | 1,553                  |          | 2,605      |          | 10,841         |          |
| Lumber. .... Ft. B.M.             | 1,021,957         |          | 1,943,568 |          | 3,969,790              |          | 17,327,483 |          | 24,262,798     |          |
| Timber. .... Cub. ft.             | 125,960           |          | 2,874,066 |          |                        |          | 13,500     |          | 3,013,526      |          |
| Staves. .... No.                  | 59,600            |          | 1,065,233 |          |                        |          | 104,000    |          | 1,228,833      |          |
|                                   | No.               | Tonnage. | No.       | Tonnage. | No.                    | Tonnage. | No.        | Tonnage. | No.            | Tonnage. |
| 1883.                             | 180               | 68,850   | 468       | 130,844  | 111                    | 68,609   | 417        | 127,616  | 1176           | 395,929  |
|                                   | Tons.             |          | Tons.     |          | Tons.                  |          | Tons.      |          | Tons.          |          |
| Wheat. ....                       | 32,761            |          | 29,385    |          | 5,928                  |          | 76,715     |          | 144,789        |          |
| Corn. ....                        | 25,651            |          | 21,073    |          | 56,146                 |          | 99,272     |          | 182,142        |          |
| Barley. ....                      |                   |          |           |          |                        |          | 735        |          | 735            |          |
| Rye. ....                         |                   |          |           |          |                        |          | 518        |          | 518            |          |
| Oats. ....                        |                   |          |           |          | 731                    |          |            |          | 731            |          |
| Coal. ....                        | 8,398             |          | 48,329    |          | 835                    |          | 40,388     |          | 97,950         |          |
| Miscellaneous merchandise         | 5,238             |          | 3,590     |          | 13,195                 |          | 2,299      |          | 24,322         |          |
| Lumber. .... Ft. B.M.             | 2,102,292         |          | 3,455,590 |          | 5,287,386              |          | 15,143,274 |          | 25,988,542     |          |
| Timber. .... Cub. ft.             | 83,700            |          | 3,514,944 |          |                        |          | 70,500     |          | 3,669,144      |          |
| Staves. .... No.                  | 32,876            |          | 1,038,349 |          |                        |          | 90,000     |          | 1,161,225      |          |
|                                   | No.               | Tonnage. | No.       | Tonnage. | No.                    | Tonnage. | No.        | Tonnage. | No.            | Tonnage. |
| 1884.                             | 173               | 68,250   | 285       | 73,057   | 99                     | 67,637   | 364        | 97,794   | 921            | 306,738  |
|                                   | Tons.             |          | Tons.     |          | Tons.                  |          | Tons.      |          | Tons.          |          |
| Wheat. ....                       | 38,859            |          | 11,618    |          | 5,461                  |          | 75,474     |          | 131,412        |          |
| Corn. ....                        | 10,841            |          | 13,609    |          | 26,452                 |          | 67,909     |          | 118,811        |          |
| Barley. ....                      | 90                |          |           |          |                        |          |            |          | 90             |          |
| Rye. ....                         | 477               |          |           |          |                        |          |            |          | 477            |          |
| Oats. ....                        | 872               |          |           |          | 7,963                  |          | 1,911      |          | 10,746         |          |
| Coal. ....                        | 497               |          | 28,275    |          | 301                    |          | 10,154     |          | 39,227         |          |
| Shingles, firewood and woodenware | 548               |          | 2,538     |          | 49                     |          | 30         |          | 3,165          |          |
| Miscellaneous merchandise         | 2,073             |          | 3,804     |          | 11,793                 |          | 428        |          | 18,103         |          |
| Lumber. .... Ft. B.M.             | 3,393,351         |          | 1,689,976 |          | 8,987,558              |          | 18,126,215 |          | 32,188,100     |          |
| Timber. .... Cub. ft.             | 437,356           |          | 2,107,780 |          |                        |          | 159,647    |          | 2,704,783      |          |
| Staves. .... No.                  |                   |          | 75,000    |          | 33,741                 |          | 301,267    |          | 410,008        |          |

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

| ARTICLES.                 | CANADIAN VESSELS. |           |       |            | UNITED STATES VESSELS. |           |       |            | TOTAL           |            |
|---------------------------|-------------------|-----------|-------|------------|------------------------|-----------|-------|------------|-----------------|------------|
|                           | Steam.            |           | Sail. |            | Steam.                 |           | Sail. |            | Steam and Sail. |            |
|                           | No.               | Tonnage.  | No.   | Tonnage.   | No.                    | Tonnage.  | No.   | Tonnage.   | No.             | Tonnage.   |
|                           | 199               | 67,461    | 347   | 80,828     | 81                     | 35,613    | 350   | 106,873    | 977             | 290,775    |
|                           | Tons.             |           | Tons. |            | Tons.                  |           | Tons. |            | Tons.           |            |
| 1885.                     |                   |           |       |            |                        |           |       |            |                 |            |
| Wheat .....               |                   | 26,025    |       | 3,153      |                        | 6,882     |       | 72,478     |                 | 108,538    |
| Corn .....                |                   | 16,046    |       | 2,462      |                        | 20,589    |       | 78,439     |                 | 117,536    |
| Barley .....              |                   |           |       | 228        |                        |           |       |            |                 | 228        |
| Oats .....                |                   |           |       |            |                        | 217       |       | 665        |                 | 882        |
| Pease .....               |                   | 11        |       |            |                        |           |       |            |                 | . 11       |
| Rye .....                 |                   |           |       |            |                        |           |       |            |                 |            |
| Coal .....                |                   | 1,005     |       | 20,318     |                        |           |       | 18,560     |                 | 39,883     |
| Miscellaneous merchandise |                   | 1,941     |       | 3,689      |                        | 1,111     |       | 1,086      |                 | 7,827      |
| Shingles, woodenware, &c. |                   | 223       |       | 9          |                        | 53        |       | 58         |                 | 343        |
| Sawed lumber....Ft. B.M.  |                   | 7,725,105 |       | 8,681,081  |                        | 9,381,654 |       | 20,935,270 |                 | 46,723,110 |
| Square timber....Cub. ft. |                   | 601,516   |       | 2,849,526  |                        | 20,692    |       | 113,682    |                 | 3,585,416  |
| Staves.....No.            |                   | 104,000   |       | 44,000     |                        | 83,500    |       |            |                 | 231,500    |
| Firewood.....Cords        |                   |           |       | 783        |                        |           |       |            |                 | 783        |
|                           | No.               | Tonnage.  | No.   | Tonnage.   | No.                    | Tonnage.  | No.   | Tonnage.   | No.             | Tonnage.   |
|                           | 261               | 95,928    | 426   | 123,297    | 118                    | 86,937    | 358   | 108,344    | 1163            | 414,506    |
|                           | Tons.             |           | Tons. |            | Tons.                  |           | Tons. |            | Tons.           |            |
| 1886.                     |                   |           |       |            |                        |           |       |            |                 |            |
| Wheat .....               |                   | 38,984    |       | 30,834     |                        | 2,937     |       | 70,019     |                 | 142,774    |
| Corn .....                |                   | 48,547    |       | 33,315     |                        | 36,852    |       | 99,644     |                 | 218,358    |
| Barley .....              |                   |           |       |            |                        |           |       | 572        |                 | 572        |
| Oats .....                |                   | 6         |       | 41         |                        | 4,331     |       | 459        |                 | 4,837      |
| Pease .....               |                   | 450       |       | 158        |                        |           |       |            |                 | 608        |
| Rye .....                 |                   |           |       |            |                        |           |       |            |                 |            |
| Coal .....                |                   | 4,007     |       | 45,018     |                        |           |       | 11,647     |                 | 60,672     |
| Miscellaneous merchandise |                   | 2,926     |       | 6,728      |                        | 23,687    |       | 281        |                 | 33,622     |
| Shingles, woodenware, &c. |                   | 329       |       |            |                        | 252       |       | 215        |                 | 1,152      |
| Sawed lumber....Ft. B.M.  |                   | 6,915,390 |       | 15,713,831 |                        | 8,953,478 |       | 18,405,961 |                 | 49,994,460 |
| Square timber....Cub. ft. |                   | 564,827   |       | 2,335,205  |                        |           |       | 35,500     |                 | 2,935,532  |
| Staves.....No.            |                   | 221,280   |       | 697,933    |                        |           |       |            |                 | 919,213    |
| Firewood.....Cords        |                   |           |       | 390        |                        |           |       |            |                 | 390        |
|                           | No.               | Tonnage.  | No.   | Tonnage.   | No.                    | Tonnage.  | No.   | Tonnage.   | No.             | Tonnage.   |
|                           | 250               | 86,344    | 372   | 101,745    | 107                    | 94,029    | 163   | 46,152     | 892             | 328,270    |
|                           | Tons.             |           | Tons. |            | Tons.                  |           | Tons. |            | Tons.           |            |
| 1887.                     |                   |           |       |            |                        |           |       |            |                 |            |
| Wheat .....               |                   | 80,757    |       | 81,652     |                        | 200       |       | 46,186     |                 | 208,796    |
| Corn .....                |                   | 12,341    |       | 14,775     |                        | 65,981    |       | 20,582     |                 | 113,679    |
| Barley .....              |                   |           |       |            |                        | 9         |       | 575        |                 | 584        |
| Oats .....                |                   |           |       | 1,376      |                        | 11,098    |       | 279        |                 | 12,753     |
| Pease .....               |                   |           |       | 362        |                        |           |       |            |                 | 362        |
| Rye .....                 |                   |           |       |            |                        |           |       |            |                 |            |
| Coal .....                |                   | 1,436     |       | 25,165     |                        |           |       | 2,108      |                 | 28,709     |
| Miscellaneous merchandise |                   | 2,179     |       | 4,609      |                        | 24,395    |       | 415        |                 | 31,598     |
| Shingles, woodenware, &c. |                   | 1,716     |       | 1,081      |                        | 26        |       |            |                 | 2,823      |
| Sawed lumber....Ft. B.M.  |                   | 2,894,767 |       | 12,329,728 |                        | 4,161,349 |       | 15,091,355 |                 | 34,477,199 |
| Square timber....Cub. ft. |                   | 498,770   |       | 1,285,594  |                        |           |       |            |                 | 1,784,364  |
| Staves.....No.            |                   |           |       | 266,697    |                        |           |       |            |                 | 266,697    |
| Firewood.....Cords        |                   | 299       |       | 466        |                        |           |       |            |                 | 765        |

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

| ARTICLES.                 | CANADIAN VESSELS. |           |       |            | UNITED STATES VESSELS. |            |       |            | TOTAL.          |            |
|---------------------------|-------------------|-----------|-------|------------|------------------------|------------|-------|------------|-----------------|------------|
|                           | Steam.            |           | Sail. |            | Steam.                 |            | Sail. |            | Steam and Sail. |            |
|                           | No.               | Tonnage.  | No.   | Tonnage.   | No.                    | Tonnage.   | No.   | Tonnage.   | No.             | Tonnage.   |
|                           | 242               | 86,838    | 339   | 93,450     | 114                    | 104,505    | 219   | 60,500     | 914             | 345,293    |
|                           | Tons.             |           | Tons. |            | Tons.                  |            | Tons. |            | Tons.           |            |
| 1888.                     |                   |           |       |            |                        |            |       |            |                 |            |
| Wheat.....                |                   | 45,481    |       | 60,379     |                        | 1,353      |       | 40,779     |                 | 147,992    |
| Corn.....                 |                   | 38,620    |       | 14,251     |                        | 71,988     |       | 71,175     |                 | 196,024    |
| Barley.....               |                   |           |       |            |                        |            |       |            |                 |            |
| Oats.....                 |                   | 672       |       |            |                        | 24,967     |       | 1,311      |                 | 26,950     |
| Pease.....                |                   |           |       | 54         |                        | 57         |       |            |                 | 111        |
| Rye.....                  |                   |           |       |            |                        | 71         |       | 632        |                 | 703        |
| Coal.....                 |                   | 1,603     |       | 20,064     |                        |            |       | 4,208      |                 | 25,875     |
| Miscellaneous merchandise |                   | 2,165     |       | 3,291      |                        | 22,719     |       | 3,722      |                 | 31,897     |
| Shingles, Woodenware, &c. |                   | 66        |       | 84         |                        | 141        |       | 6          |                 | 297        |
| Sawed Lumber.. Ft. B.M.   |                   | 5,262,700 |       | 11,977,905 |                        | 4,451,360  |       | 12,539,672 |                 | 34,230,637 |
| Square Timber.. Cub. Ft.  |                   | 687,728   |       | 1,555,307  |                        | 19,000     |       |            |                 | 2,262,035  |
| Staves..... No.           |                   | 106,972   |       | 211,436    |                        |            |       | 34,000     |                 | 352,408    |
| Firewood..... Cords       |                   | 179       |       | 201        |                        |            |       |            |                 | 380        |
|                           | No.               | Tonnage.  | No.   | Tonnage.   | No.                    | Tonnage.   | No.   | Tonnage.   | No.             | Tonnage.   |
|                           | 317               | 106,048   | 427   | 118,071    | 208                    | 172,873    | 268   | 92,442     | 1220            | 489,434    |
|                           | Tons.             |           | Tons. |            | Tons.                  |            | Tons. |            | Tons.           |            |
| 1889.                     |                   |           |       |            |                        |            |       |            |                 |            |
| Wheat.....                |                   | 38,127    |       | 28,054     |                        | 1,679      |       | 46,767     |                 | 114,627    |
| Corn.....                 |                   | 60,218    |       | 43,819     |                        | 152,858    |       | 96,700     |                 | 353,595    |
| Barley.....               |                   |           |       |            |                        |            |       |            |                 |            |
| Oats.....                 |                   | 320       |       |            |                        | 25,347     |       | 2,145      |                 | 27,812     |
| Pease.....                |                   |           |       |            |                        |            |       |            |                 |            |
| Rye.....                  |                   | 948       |       | 634        |                        | 336        |       |            |                 | 1,918      |
| Coal.....                 |                   | 3,976     |       | 21,148     |                        | 712        |       | 1,664      |                 | 27,500     |
| Miscellaneous merchandise |                   | 6,339     |       | 5,749      |                        | 25,082     |       | 3,030      |                 | 40,200     |
| Shingles, Woodenware, &c. |                   |           |       | 1          |                        |            |       | 51         |                 | 52         |
| Sawed Lumber.. Ft. B.M.   |                   | 5,789,226 |       | 11,632,330 |                        | 11,792,850 |       | 21,026,211 |                 | 50,240,617 |
| Square Timber.. Cub. Ft.  |                   | 924,645   |       | 2,934,989  |                        |            |       |            |                 | 3,859,634  |
| Staves..... No.           |                   | 35,700    |       | 194,649    |                        |            |       |            |                 | 220,349    |
| Firewood..... Cords       |                   |           |       | 46         |                        |            |       |            |                 | 46         |
|                           | No.               | Tonnage.  | No.   | Tonnage.   | No.                    | Tonnage.   | No.   | Tonnage.   | No.             | Tonnage.   |
|                           | 342               | 110,056   | 443   | 117,400    | 202                    | 204,542    | 142   | 50,622     | 1129            | 482,620    |
|                           | Tons.             |           | Tons. |            | Tons.                  |            | Tons. |            | Tons.           |            |
| 1890.                     |                   |           |       |            |                        |            |       |            |                 |            |
| Wheat.....                |                   | 43,308    |       | 35,633     |                        | 7,514      |       | 32,239     |                 | 118,694    |
| Corn.....                 |                   | 63,095    |       | 51,439     |                        | 172,756    |       | 40,104     |                 | 327,394    |
| Barley.....               |                   |           |       |            |                        | 3,304      |       | 3,215      |                 | 6,519      |
| Oats.....                 |                   | 479       |       | 73         |                        | 27,030     |       |            |                 | 27,582     |
| Pease.....                |                   |           |       |            |                        | 14         |       |            |                 | 14         |
| Rye.....                  |                   | 1,121     |       |            |                        |            |       |            |                 | 1,121      |
| Coal.....                 |                   | 1,049     |       | 21,732     |                        |            |       | 615        |                 | 23,396     |
| Miscellaneous merchandise |                   | 3,146     |       | 5,683      |                        | 32,194     |       | 2,510      |                 | 43,533     |
| Shingles, Woodenware, &c. |                   | 15        |       | 1,266      |                        | 8          |       |            |                 | 1,289      |
| Sawed Lumber.. Ft. B.M.   |                   | 5,921,240 |       | 5,167,201  |                        | 10,274,335 |       | 14,290,800 |                 | 35,653,576 |
| Square Timber.. Cub. Ft.  |                   | 1,141,194 |       | 3,395,832  |                        |            |       |            |                 | 4,537,026  |
| Staves..... No.           |                   | 12,255    |       | 19,947     |                        |            |       |            |                 | 32,202     |
| Firewood..... Cords       |                   | 15        |       | 566        |                        |            |       |            |                 | 581        |



I.—STATEMENT showing the Quantity of Freight passed down the Welland Canal in Canadian and United States Vessels entering the canal at port Colborne during the Seasons of Navigation in 1891.

| ARTICLES.                  | No.   | Tonnage.  | No.   | Tonnage.  | No.   | Tonnage.  | No.   | Tonnage.   | No.   | Tonnage.   |
|----------------------------|-------|-----------|-------|-----------|-------|-----------|-------|------------|-------|------------|
|                            | 256   | 107,575   | 173   | 68,061    | 241   | 241,317   | 130   | 50,063     | 800   | 467,016    |
|                            | Tons. |           | Tons. |           | Tons. |           | Tons. |            | Tons. |            |
| 1891.                      |       |           |       |           |       |           |       |            |       |            |
| Wheat.....                 |       | 62,859    |       | 56,953    |       | 36,425    |       | 33,853     |       | 190,090    |
| Corn.....                  |       | 20,510    |       | 9,550     |       | 137,852   |       | 17,039     |       | 184,951    |
| Barley.....                |       |           |       |           |       | 5,444     |       | 4,061      |       | 9,505      |
| Oats.....                  |       |           |       |           |       | 50,212    |       | 1,076      |       | 51,288     |
| Pease.....                 |       | 390       |       |           |       |           |       |            |       | 390        |
| Rye.....                   |       | 29,581    |       | 11,296    |       | 16,361    |       | 7,343      |       | 64,581     |
| Coal.....                  |       | 158       |       | 20,388    |       |           |       | 3,851      |       | 24,397     |
| Miscellaneous merchandise  |       | 8,369     |       | 6,007     |       | 37,537    |       | 2,578      |       | 54,491     |
| Shingles, woodenware, &c.  |       |           |       |           |       |           |       | 4          |       | 4          |
| Sawed lumber... Ft. B.M.   |       | 4,268,874 |       | 4,648,824 |       | 8,067,351 |       | 18,745,628 |       | 35,730,677 |
| Square timber.... Cub. ft. |       | 449,406   |       | 566,109   |       |           |       |            |       | 1,015,515  |
| Staves..... No.            |       | 1,000     |       |           |       |           |       |            |       | 1,000      |
| Firewood..... Cords.       |       |           |       |           |       |           |       |            |       |            |

J.—STATEMENT of Large Class of Vessels Lightened at Welland Railway Elevator at Port Colborne; showing the Tonnage, Dimensions, Depth of Water and Cargoes passed through the Enlarged Welland Canal during the Season of Navigation in 1891.

CANADIAN STEAM VESSEL.

| Date of Arrival. | Name of Vessels. | Registered Tonnage. | Dimensions.      |                |                | Depth of Water on Arrival. |      | Original Cargo to Canal. |       |       |       | Lighterage over Welland Railway. |        |       |       | Lighterage in Tons. |        |       |       |
|------------------|------------------|---------------------|------------------|----------------|----------------|----------------------------|------|--------------------------|-------|-------|-------|----------------------------------|--------|-------|-------|---------------------|--------|-------|-------|
|                  |                  |                     | Length over all. | Width of beam. | Depth of hold. | Forward.                   | Aft. | Wheat.                   | Corn. | Rye.  | Oats. | Rolling freight                  | Wheat. | Corn. | Rye.  | Oats.               | Wheat. | Corn. | Rye.  |
| 1891.            |                  | Tons.               | Ft.              | Ft.            | Ft.            | Ft.                        | Ft.  | Ft.                      | Bush. | Bush. | Bush. | Tons.                            | Tons.  | Tons. | Bush. | Bush.               | Tons.  | Tons. | Tons. |
| Nov. 14          | Myles.....       | 929                 | 179              | 33             | 6              | 15                         | 0    | 14                       | 3     | 14    | 3     | 40                               | 11     |       |       |                     |        |       |       |
|                  |                  |                     |                  |                |                |                            |      |                          |       |       |       |                                  |        |       |       |                     |        |       |       |
|                  |                  |                     |                  |                |                |                            |      |                          |       |       |       |                                  |        |       |       |                     |        |       |       |
|                  |                  |                     |                  |                |                |                            |      |                          |       |       |       |                                  |        |       |       |                     |        |       |       |
|                  |                  |                     |                  |                |                |                            |      |                          |       |       |       |                                  |        |       |       |                     |        |       |       |
|                  |                  |                     |                  |                |                |                            |      |                          |       |       |       |                                  |        |       |       |                     |        |       |       |
|                  |                  |                     |                  |                |                |                            |      |                          |       |       |       |                                  |        |       |       |                     |        |       |       |
|                  |                  |                     |                  |                |                |                            |      |                          |       |       |       |                                  |        |       |       |                     |        |       |       |
|                  |                  |                     |                  |                |                |                            |      |                          |       |       |       |                                  |        |       |       |                     |        |       |       |
|                  |                  |                     |                  |                |                |                            |      |                          |       |       |       |                                  |        |       |       |                     |        |       |       |
|                  |                  |                     |                  |                |                |                            |      |                          |       |       |       |                                  |        |       |       |                     |        |       |       |
|                  |                  |                     |                  |                |                |                            |      |                          |       |       |       |                                  |        |       |       |                     |        |       |       |
|                  |                  |                     |                  |                |                |                            |      |                          |       |       |       |                                  |        |       |       |                     |        |       |       |
|                  |                  |                     |                  |                |                |                            |      |                          |       |       |       |                                  |        |       |       |                     |        |       |       |
|                  |                  |                     |                  |                |                |                            |      |                          |       |       |       |                                  |        |       |       |                     |        |       |       |
|                  |                  |                     |                  |                |                |                            |      |                          |       |       |       |                                  |        |       |       |                     |        |       |       |
|                  |                  |                     |                  |                |                |                            |      |                          |       |       |       |                                  |        |       |       |                     |        |       |       |
|                  |                  |                     |                  |                |                |                            |      |                          |       |       |       |                                  |        |       |       |                     |        |       |       |
|                  |                  |                     |                  |                |                |                            |      |                          |       |       |       |                                  |        |       |       |                     |        |       |       |
|                  |                  |                     |                  |                |                |                            |      |                          |       |       |       |                                  |        |       |       |                     |        |       |       |
|                  |                  |                     |                  |                |                |                            |      |                          |       |       |       |                                  |        |       |       |                     |        |       |       |
|                  |                  |                     |                  |                |                |                            |      |                          |       |       |       |                                  |        |       |       |                     |        |       |       |
|                  |                  |                     |                  |                |                |                            |      |                          |       |       |       |                                  |        |       |       |                     |        |       |       |
|                  |                  |                     |                  |                |                |                            |      |                          |       |       |       |                                  |        |       |       |                     |        |       |       |
|                  |                  |                     |                  |                |                |                            |      |                          |       |       |       |                                  |        |       |       |                     |        |       |       |
|                  |                  |                     |                  |                |                |                            |      |                          |       |       |       |                                  |        |       |       |                     |        |       |       |
|                  |                  |                     |                  |                |                |                            |      |                          |       |       |       |                                  |        |       |       |                     |        |       |       |
|                  |                  |                     |                  |                |                |                            |      |                          |       |       |       |                                  |        |       |       |                     |        |       |       |
|                  |                  |                     |                  |                |                |                            |      |                          |       |       |       |                                  |        |       |       |                     |        |       |       |
|                  |                  |                     |                  |                |                |                            |      |                          |       |       |       |                                  |        |       |       |                     |        |       |       |
|                  |                  |                     |                  |                |                |                            |      |                          |       |       |       |                                  |        |       |       |                     |        |       |       |
|                  |                  |                     |                  |                |                |                            |      |                          |       |       |       |                                  |        |       |       |                     |        |       |       |
|                  |                  |                     |                  |                |                |                            |      |                          |       |       |       |                                  |        |       |       |                     |        |       |       |
|                  |                  |                     |                  |                |                |                            |      |                          |       |       |       |                                  |        |       |       |                     |        |       |       |
|                  |                  |                     |                  |                |                |                            |      |                          |       |       |       |                                  |        |       |       |                     |        |       |       |
|                  |                  |                     |                  |                |                |                            |      |                          |       |       |       |                                  |        |       |       |                     |        |       |       |
|                  |                  |                     |                  |                |                |                            |      |                          |       |       |       |                                  |        |       |       |                     |        |       |       |
|                  |                  |                     |                  |                |                |                            |      |                          |       |       |       |                                  |        |       |       |                     |        |       |       |
|                  |                  |                     |                  |                |                |                            |      |                          |       |       |       |                                  |        |       |       |                     |        |       |       |
|                  |                  |                     |                  |                |                |                            |      |                          |       |       |       |                                  |        |       |       |                     |        |       |       |
|                  |                  |                     |                  |                |                |                            |      |                          |       |       |       |                                  |        |       |       |                     |        |       |       |
|                  |                  |                     |                  |                |                |                            |      |                          |       |       |       |                                  |        |       |       |                     |        |       |       |
|                  |                  |                     |                  |                |                |                            |      |                          |       |       |       |                                  |        |       |       |                     |        |       |       |
|                  |                  |                     |                  |                |                |                            |      |                          |       |       |       |                                  |        |       |       |                     |        |       |       |
|                  |                  |                     |                  |                |                |                            |      |                          |       |       |       |                                  |        |       |       |                     |        |       |       |
|                  |                  |                     |                  |                |                |                            |      |                          |       |       |       |                                  |        |       |       |                     |        |       |       |
|                  |                  |                     |                  |                |                |                            |      |                          |       |       |       |                                  |        |       |       |                     |        |       |       |
|                  |                  |                     |                  |                |                |                            |      |                          |       |       |       |                                  |        |       |       |                     |        |       |       |
|                  |                  |                     |                  |                |                |                            |      |                          |       |       |       |                                  |        |       |       |                     |        |       |       |
|                  |                  |                     |                  |                |                |                            |      |                          |       |       |       |                                  |        |       |       |                     |        |       |       |
|                  |                  |                     |                  |                |                |                            |      |                          |       |       |       |                                  |        |       |       |                     |        |       |       |
|                  |                  |                     |                  |                |                |                            |      |                          |       |       |       |                                  |        |       |       |                     |        |       |       |
|                  |                  |                     |                  |                |                |                            |      |                          |       |       |       |                                  |        |       |       |                     |        |       |       |
|                  |                  |                     |                  |                |                |                            |      |                          |       |       |       |                                  |        |       |       |                     |        |       |       |
|                  |                  |                     |                  |                |                |                            |      |                          |       |       |       |                                  |        |       |       |                     |        |       |       |
|                  |                  |                     |                  |                |                |                            |      |                          |       |       |       |                                  |        |       |       |                     |        |       |       |
|                  |                  |                     |                  |                |                |                            |      |                          |       |       |       |                                  |        |       |       |                     |        |       |       |
|                  |                  |                     |                  |                |                |                            |      |                          |       |       |       |                                  |        |       |       |                     |        |       |       |
|                  |                  |                     |                  |                |                |                            |      |                          |       |       |       |                                  |        |       |       |                     |        |       |       |
|                  |                  |                     |                  |                |                |                            |      |                          |       |       |       |                                  |        |       |       |                     |        |       |       |
|                  |                  |                     |                  |                |                |                            |      |                          |       |       |       |                                  |        |       |       |                     |        |       |       |

UNITED STATES STEAM VESSELS.

| Date of Arrival. | Name of Vessels.   | Tons. | Ft. | 179 | 33 | 6  | 15 | 0  | 14 | 3  | 14 | 3 | 40 | 11 | Wheat. | Bush. | Corn. | Bush. | Wheat. | Tons. | 4,293 | Bush. | Corn. | Bush. | Rye. | Tons. | Oats. | Tons. | Wheat. | Tons. | Corn. | Tons. | Rye. | Tons. | Oats. | Tons. |
|------------------|--------------------|-------|-----|-----|----|----|----|----|----|----|----|---|----|----|--------|-------|-------|-------|--------|-------|-------|-------|-------|-------|------|-------|-------|-------|--------|-------|-------|-------|------|-------|-------|-------|
|                  |                    |       |     |     |    |    |    |    |    |    |    |   |    |    |        |       |       |       |        |       |       |       |       |       |      |       |       |       |        |       |       |       |      |       |       |       |
| April 27         | Gov. Smith.....    | 1,547 | 240 | 42  | 0  | 16 | 8  | 14 | 5  | 14 | 11 |   |    |    |        |       |       |       |        |       |       |       |       |       |      |       |       |       |        |       |       |       |      |       |       |       |
| do               | H. R. James.....   | 1,553 | 240 | 42  | 0  | 16 | 8  | 14 | 5  | 14 | 10 |   |    |    |        |       |       |       |        |       |       |       |       |       |      |       |       |       |        |       |       |       |      |       |       |       |
| do               | A. McVittie.....   | 1,553 | 240 | 42  | 0  | 16 | 8  | 14 | 5  | 14 | 10 |   |    |    |        |       |       |       |        |       |       |       |       |       |      |       |       |       |        |       |       |       |      |       |       |       |
| May 5            | W. J. Averill..... | 1,425 | 240 | 42  | 0  | 16 | 8  | 14 | 5  | 14 | 10 |   |    |    |        |       |       |       |        |       |       |       |       |       |      |       |       |       |        |       |       |       |      |       |       |       |
| do               | J. R. Langdon..... | 1,550 | 240 | 42  | 0  | 16 | 8  | 14 | 5  | 14 | 10 |   |    |    |        |       |       |       |        |       |       |       |       |       |      |       |       |       |        |       |       |       |      |       |       |       |
| do               | W. A. Haskill..... | 1,441 | 240 | 42  | 0  | 16 | 8  | 14 | 5  | 14 | 10 |   |    |    |        |       |       |       |        |       |       |       |       |       |      |       |       |       |        |       |       |       |      |       |       |       |
| do               | F. H. Prince.....  | 1,441 | 240 | 42  | 0  | 16 | 8  | 14 | 5  | 14 | 10 |   |    |    |        |       |       |       |        |       |       |       |       |       |      |       |       |       |        |       |       |       |      |       |       |       |
| do               | F. H. Prince.....  | 1,441 | 240 | 42  | 0  | 16 | 8  | 14 | 5  | 14 | 10 |   |    |    |        |       |       |       |        |       |       |       |       |       |      |       |       |       |        |       |       |       |      |       |       |       |
| do               | Gov. Smith.....    | 1,547 | 240 | 42  | 0  | 16 | 8  | 14 | 5  | 14 | 10 |   |    |    |        |       |       |       |        |       |       |       |       |       |      |       |       |       |        |       |       |       |      |       |       |       |
| do               | A. McVittie.....   | 1,553 | 240 | 42  | 0  | 16 | 8  | 14 | 5  | 14 | 10 |   |    |    |        |       |       |       |        |       |       |       |       |       |      |       |       |       |        |       |       |       |      |       |       |       |
| do               | H. R. James.....   | 1,553 | 240 | 42  | 0  | 16 | 8  | 14 | 5  | 14 | 10 |   |    |    |        |       |       |       |        |       |       |       |       |       |      |       |       |       |        |       |       |       |      |       |       |       |
| do               | H. R. James.....   | 1,553 | 240 | 42  | 0  | 16 | 8  | 14 | 5  | 14 | 10 |   |    |    |        |       |       |       |        |       |       |       |       |       |      |       |       |       |        |       |       |       |      |       |       |       |
| do               | Pueblo.....        | 1,064 | 235 | 36  | 0  | 19 | 0  | 14 | 1  | 13 | 11 |   |    |    |        |       |       |       |        |       |       |       |       |       |      |       |       |       |        |       |       |       |      |       |       |       |
| do               | W. J. Averill..... | 1,425 | 240 | 42  | 0  | 16 | 8  | 14 | 5  | 14 | 10 |   |    |    |        |       |       |       |        |       |       |       |       |       |      |       |       |       |        |       |       |       |      |       |       |       |
| do               | W. A. Haskill..... | 1,441 | 240 | 42  | 0  | 16 | 8  | 14 | 5  | 14 | 10 |   |    |    |        |       |       |       |        |       |       |       |       |       |      |       |       |       |        |       |       |       |      |       |       |       |
| do               | W. J. Averill..... | 1,425 | 240 | 42  | 0  | 16 | 8  | 14 | 5  | 14 | 10 |   |    |    |        |       |       |       |        |       |       |       |       |       |      |       |       |       |        |       |       |       |      |       |       |       |
| June 1           | Oregon.....        | 846   | 197 | 33  | 0  | 13 | 0  | 14 | 0  | 14 | 5  |   |    |    |        |       |       |       |        |       |       |       |       |       |      |       |       |       |        |       |       |       |      |       |       |       |
| do               | H. R. James.....   | 1,550 | 240 | 42  | 0  | 16 | 8  | 14 | 5  | 14 | 10 |   |    |    |        |       |       |       |        |       |       |       |       |       |      |       |       |       |        |       |       |       |      |       |       |       |
| do               | J. R. Langdon..... | 1,550 | 240 | 42  | 0  | 16 | 8  | 14 | 5  | 14 | 10 |   |    |    |        |       |       |       |        |       |       |       |       |       |      |       |       |       |        |       |       |       |      |       |       |       |
| do               | W. J. Averill..... | 1,425 | 240 | 42  | 0  | 16 | 8  | 14 | 5  | 14 | 10 |   |    |    |        |       |       |       |        |       |       |       |       |       |      |       |       |       |        |       |       |       |      |       |       |       |
| do               | W. A. Haskill..... | 1,441 | 240 | 42  | 0  | 16 | 8  | 14 | 5  | 14 | 10 |   |    |    |        |       |       |       |        |       |       |       |       |       |      |       |       |       |        |       |       |       |      |       |       |       |
| do               | Gov. Smith.....    | 1,547 | 240 | 42  | 0  | 16 | 8  | 14 | 5  | 14 | 10 |   |    |    |        |       |       |       |        |       |       |       |       |       |      |       |       |       |        |       |       |       |      |       |       |       |
| do               | F. H. Prince.....  | 1,548 | 240 | 42  | 0  | 16 | 8  | 14 | 5  | 14 | 10 |   |    |    |        |       |       |       |        |       |       |       |       |       |      |       |       |       |        |       |       |       |      |       |       |       |
| do               | H. R. James.....   | 1,553 | 240 | 42  | 0  | 16 | 8  | 14 | 5  | 14 | 10 |   |    |    |        |       |       |       |        |       |       |       |       |       |      |       |       |       |        |       |       |       |      |       |       |       |
| do               | H. R. James.....   | 1,553 | 240 | 42  | 0  | 16 | 8  | 14 | 5  | 14 | 10 |   |    |    |        |       |       |       |        |       |       |       |       |       |      |       |       |       |        |       |       |       |      |       |       |       |
| do               | J. R. Langdon..... | 1,550 | 240 | 42  | 0  | 16 | 8  | 14 | 5  | 14 | 10 |   |    |    |        |       |       |       |        |       |       |       |       |       |      |       |       |       |        |       |       |       |      |       |       |       |
| do               | A. McVittie.....   | 1,553 | 240 | 42  | 0  | 16 | 8  | 14 | 5  | 14 | 10 |   |    |    |        |       |       |       |        |       |       |       |       |       |      |       |       |       |        |       |       |       |      |       |       |       |

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

| Date of Arrival | Name of Vessel.   | Registered tonnage. |     |     | Dimensions.      |                |                | Depth of Water on Arrival. |      | Original Cargo to Canal. |       |      |       | Lighterage over Welland Ry. |       |      |       | Lighterage in Tons. |       |      |       |
|-----------------|-------------------|---------------------|-----|-----|------------------|----------------|----------------|----------------------------|------|--------------------------|-------|------|-------|-----------------------------|-------|------|-------|---------------------|-------|------|-------|
|                 |                   | Tons.               | Ft. | in. | Length over all. | Width of beam. | Depth of hold. | Forward.                   | Aft. | Wheat.                   | Corn. | Rye. | Oats. | Wheat.                      | Corn. | Rye. | Oats. | Wheat.              | Corn. | Rye. | Oats. |
| 1891.           |                   |                     |     |     |                  |                |                |                            |      |                          |       |      |       |                             |       |      |       |                     |       |      |       |
| July            | 7 W. A. Haskell.  | 1,441               | 285 | 37  | 0                | 16             | 6              | 14                         | 0    | 15                       | 0     |      |       |                             |       |      |       |                     |       |      |       |
| do              | 13 F. H. Prince.  | 1,548               | 240 | 42  | 0                | 16             | 8              | 12                         | 11   | 14                       | 9     |      |       |                             |       |      |       |                     |       |      |       |
| do              | 22 Gov. Smith.    | 1,547               | 240 | 42  | 0                | 16             | 8              | 14                         | 1    | 14                       | 9     |      |       |                             |       |      |       |                     |       |      |       |
| do              | 22 A. McVittie.   | 1,553               | 240 | 42  | 0                | 16             | 8              | 14                         | 1    | 14                       | 2     |      |       |                             |       |      |       |                     |       |      |       |
| do              | 16 H. R. James.   | 1,553               | 240 | 42  | 0                | 16             | 8              | 15                         | 0    | 15                       | 1     |      |       |                             |       |      |       |                     |       |      |       |
| do              | 24 W. J. Averill. | 1,425               | 265 | 36  | 6                | 16             | 5              | 14                         | 11   | 15                       | 1     |      |       |                             |       |      |       |                     |       |      |       |
| do              | 23 W. A. Haskell. | 1,441               | 265 | 37  | 0                | 16             | 6              | 14                         | 0    | 14                       | 5     |      |       |                             |       |      |       |                     |       |      |       |
| do              | 31 Gov. Smith.    | 1,547               | 240 | 42  | 0                | 16             | 8              | 15                         | 0    | 14                       | 10    |      |       |                             |       |      |       |                     |       |      |       |
| Aug.            | 4 J. O. Ford.     | 598                 | 172 | 32  | 9                | 12             | 0              | 14                         | 1    | 13                       | 11    |      |       |                             |       |      |       |                     |       |      |       |
| do              | 5 J. R. Langdon.  | 1,550               | 240 | 42  | 0                | 16             | 8              | 14                         | 8    | 15                       | 0     |      |       |                             |       |      |       |                     |       |      |       |
| do              | 8 A. McVittie.    | 1,553               | 240 | 42  | 0                | 16             | 8              | 15                         | 7    | 15                       | 0     |      |       |                             |       |      |       |                     |       |      |       |
| do              | 14 Denver.        | 1,028               | 222 | 37  | 0                | 19             | 0              | 15                         | 3    | 15                       | 0     |      |       |                             |       |      |       |                     |       |      |       |
| do              | 15 Jno. Ruege.    | 950                 | 216 | 36  | 0                | 18             | 0              | 15                         | 6    | 15                       | 1     |      |       |                             |       |      |       |                     |       |      |       |
| do              | 18 F. H. Prince.  | 1,548               | 240 | 42  | 0                | 16             | 8              | 14                         | 9    | 15                       | 1     |      |       |                             |       |      |       |                     |       |      |       |
| do              | 20 Gov. Smith.    | 1,547               | 240 | 42  | 0                | 16             | 8              | 13                         | 3    | 15                       | 2     |      |       |                             |       |      |       |                     |       |      |       |
| do              | 23 H. R. James.   | 1,553               | 240 | 42  | 0                | 16             | 8              | 14                         | 0    | 14                       | 9     |      |       |                             |       |      |       |                     |       |      |       |
| do              | 25 J. R. Langdon. | 1,550               | 240 | 42  | 0                | 16             | 8              | 13                         | 7    | 14                       | 6     |      |       |                             |       |      |       |                     |       |      |       |
| do              | 27 W. J. Averill. | 1,425               | 265 | 36  | 6                | 16             | 5              | 14                         | 11   | 14                       | 11    |      |       |                             |       |      |       |                     |       |      |       |
| do              | 30 A. McVittie.   | 1,553               | 240 | 42  | 0                | 16             | 8              | 14                         | 11   | 15                       | 2     |      |       |                             |       |      |       |                     |       |      |       |
| Sept.           | 2 W. A. Haskell.  | 1,441               | 265 | 37  | 0                | 16             | 6              | 14                         | 2    | 14                       | 3     |      |       |                             |       |      |       |                     |       |      |       |
| do              | 3 Jno. Ruege.     | 950                 | 216 | 35  | 0                | 18             | 0              | 15                         | 5    | 15                       | 3     |      |       |                             |       |      |       |                     |       |      |       |
| do              | 6 Gov. Smith.     | 1,547               | 240 | 42  | 0                | 16             | 8              | 14                         | 11   | 15                       | 0     |      |       |                             |       |      |       |                     |       |      |       |
| do              | 7 F. H. Prince.   | 1,548               | 240 | 42  | 0                | 16             | 8              | 14                         | 11   | 15                       | 1     |      |       |                             |       |      |       |                     |       |      |       |
| do              | 9 H. R. James.    | 1,553               | 240 | 42  | 0                | 16             | 8              | 14                         | 3    | 14                       | 8     |      |       |                             |       |      |       |                     |       |      |       |
| do              | 12 J. R. Langdon. | 1,550               | 240 | 42  | 0                | 16             | 8              | 14                         | 11   | 15                       | 2     |      |       |                             |       |      |       |                     |       |      |       |
| do              | 14 W. J. Averill. | 1,425               | 265 | 36  | 6                | 16             | 5              | 14                         | 7    | 14                       | 8     |      |       |                             |       |      |       |                     |       |      |       |
| do              | 15 A. McVittie.   | 1,553               | 240 | 42  | 0                | 16             | 8              | 14                         | 8    | 15                       | 0     |      |       |                             |       |      |       |                     |       |      |       |
| do              | 22 W. A. Haskell. | 1,441               | 265 | 37  | 0                | 16             | 6              | 14                         | 5    | 15                       | 0     |      |       |                             |       |      |       |                     |       |      |       |
| do              | 22 J. O. Ford.    | 598                 | 172 | 32  | 10               | 12             | 0              | 14                         | 0    | 14                       | 1     |      |       |                             |       |      |       |                     |       |      |       |
| do              | 23 John Ruege.    | 950                 | 216 | 35  | 0                | 18             | 0              | 15                         | 4    | 15                       | 1     |      |       |                             |       |      |       |                     |       |      |       |
| do              | 24 Gov. Smith.    | 1,547               | 240 | 42  | 0                | 16             | 8              | 15                         | 1    | 15                       | 3     |      |       |                             |       |      |       |                     |       |      |       |

|     |    |                 |       |     |    |    |    |    |    |    |    |    |           |         |        |       |       |        |     |       |
|-----|----|-----------------|-------|-----|----|----|----|----|----|----|----|----|-----------|---------|--------|-------|-------|--------|-----|-------|
| do  | 28 | F. H. Prince.   | 1,548 | 240 | 42 | 0  | 16 | 8  | 14 | 6  | 14 | 10 | 27,370    | 824     | 372    | 218   | 218   | 4,369  | 374 | 4,369 |
| do  | 30 | H. R. James.    | 1,553 | 240 | 42 | 0  | 16 | 8  | 15 | 0  | 15 | 3  | 62,407    | ...     | 319    | ...   | ...   | 13,547 | ... | ...   |
| Oct | 1  | J. R. Langdon.  | 1,550 | 240 | 42 | 0  | 16 | 8  | 14 | 10 | 15 | 1  | 62,585    | ...     | 285    | ...   | ...   | ...    | ... | ...   |
| do  | 5  | A. McVittie.    | 1,553 | 240 | 42 | 0  | 16 | 8  | 14 | 9  | 14 | 8  | 14,702    | 1,459   | 63     | 222   | 222   | 366    | ... | 222   |
| do  | 7  | Waverley.       | 990   | 191 | 30 | 0  | 13 | 0  | 16 | 6  | 14 | 8  | 38,296    | ...     | ...    | 4,152 | 125   | ...    | ... | ...   |
| do  | 9  | W. J. Averill.  | 1,425 | 265 | 36 | 6  | 16 | 5  | 14 | 4  | 14 | 8  | 28,073    | 663     | 287    | ...   | ...   | 184    | ... | ...   |
| do  | 12 | W. A. Haskell   | 1,441 | 265 | 37 | 0  | 16 | 6  | 14 | 8  | 14 | 10 | 49,162    | ...     | 425    | ...   | ...   | 298    | ... | ...   |
| do  | 15 | Gov. Smith.     | 1,547 | 240 | 42 | 0  | 16 | 8  | 14 | 6  | 15 | 0  | 16,000    | 1,139   | ...    | 256   | ...   | ...    | ... | 256   |
| do  | 20 | H. R. James.    | 1,553 | 240 | 42 | 0  | 16 | 8  | 14 | 10 | 15 | 1  | 51,067    | ...     | 564    | ...   | ...   | 319    | ... | ...   |
| do  | 22 | J. R. Langdon.  | 1,550 | 240 | 42 | 0  | 16 | 8  | 14 | 4  | 15 | 4  | 61,947    | ...     | 306    | 306   | ...   | 356    | ... | 306   |
| do  | 25 | A. McVittie.    | 1,553 | 240 | 42 | 0  | 16 | 8  | 14 | 3  | 15 | 0  | 14,875    | 1,121   | 373    | 306   | ...   | ...    | ... | ...   |
| do  | 28 | W. J. Averill.  | 1,425 | 265 | 36 | 6  | 16 | 5  | 14 | 11 | 15 | 0  | 61,586    | ...     | 105    | ...   | ...   | 261    | ... | ...   |
| do  | 29 | Gov. Smith.     | 1,547 | 240 | 42 | 0  | 16 | 8  | 14 | 6  | 15 | 1  | 33,566    | 808     | 270    | 273   | ...   | ...    | ... | ...   |
| Nov | 7  | W. A. Haskell.  | 1,441 | 265 | 37 | 0  | 16 | 6  | 14 | 1  | 14 | 3  | ...       | 1,369   | 266    | 203   | ...   | ...    | ... | ...   |
| do  | 9  | F. H. Prince.   | 1,548 | 240 | 42 | 0  | 16 | 8  | 14 | 9  | 15 | 0  | 43,902    | 1,425   | 376    | 203   | ...   | ...    | ... | ...   |
| do  | 11 | H. R. James.    | 1,553 | 240 | 42 | 0  | 16 | 8  | 14 | 0  | 14 | 3  | ...       | ...     | 366    | 206   | ...   | ...    | ... | ...   |
| do  | 12 | Samuel Mardall. | 650   | 198 | 34 | 2  | 15 | 2  | 13 | 11 | 13 | 9  | 43,820    | ...     | ...    | ...   | 85    | ...    | ... | ...   |
| do  | 15 | J. R. Langdon.  | 1,550 | 240 | 42 | 0  | 16 | 8  | 13 | 11 | 15 | 0  | 23,341    | 795     | 337    | 273   | ...   | ...    | ... | ...   |
| do  | 20 | A. McVittie.    | 1,553 | 240 | 42 | 0  | 16 | 8  | 14 | 2  | 14 | 8  | 25,022    | 1,117   | 308    | 203   | ...   | ...    | ... | ...   |
| do  | 22 | Escanaba.       | 918   | 201 | 35 | 10 | 20 | 10 | 13 | 8  | 13 | 8  | 1,272     | 1,272   | ...    | 126   | ...   | ...    | ... | ...   |
| do  | 25 | W. J. Averill.  | 1,425 | 263 | 36 | 6  | 16 | 5  | 14 | 6  | 14 | 9  | 28,907    | 606     | 355    | 126   | ...   | ...    | ... | ...   |
| do  | 28 | Gov. Smith.     | 1,547 | 240 | 42 | 0  | 16 | 8  | 14 | 2  | 15 | 1  | 15,934    | 1,077   | 423    | 347   | ...   | ...    | ... | ...   |
| do  | 29 | John Rugée.     | 950   | 216 | 35 | 0  | 18 | 0  | 13 | 7  | 14 | 1  | ...       | 1,376   | ...    | 127   | ...   | ...    | ... | ...   |
| do  | 29 | Denver.         | 1,029 | 222 | 37 | 0  | 19 | 0  | 14 | 4  | 14 | 6  | 53,833    | ...     | ...    | ...   | ...   | 236    | ... | ...   |
|     |    |                 |       |     |    |    |    |    |    |    |    |    | 3,062,087 | 100,273 | 20,167 | 4,369 | 4,152 | 13,319 | 374 | 4,369 |
|     |    |                 |       |     |    |    |    |    |    |    |    |    | 38,296    | 31,694  | 20,167 | 4,369 | 4,152 | 13,547 | 374 | 4,369 |

## UNITED STATES SAILING VESSELS.

[illegible]

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

CANADIAN STEAM VESSEL—Concluded.

| Date of Arrival. | Name of Vessels. | Grain Cargo and Rolling Freight through this Canal. |       |       |       |        |       | Total Cargo through Canal. | Depth Water through Canal midship. | Destination. |                        | Cost of Lighthouse per bushel. | Time occupied in lightening. |
|------------------|------------------|---|-------|-------|-------|--------|-------|----------------------------|------------------------------------|--------------|------------------------|--------------------------------|------------------------------|
|                  |                  | Wheat.  | Corn. | Rye.  | Oats. | Wheat. | Corn. |                            |                                    | From         | To                     |                                |                              |
| 1891.            |                  |   |       |       |       |        |       |                            |                                    |              |                        |                                |                              |
| Nov. 14          | Myles.....       | Bush. 35,818  | Bush. | Bush. | Tons. | Tons.  | Tons. | Tons.                      | 1,075                              | Ft. 13       | William. Kingston. ... | cts. 2                         | H. M. 2 15                   |

UNITED STATES STEAM VESSELS—Continued.

|          |                |        |  |  |  |  |       |     |       |       |         |             |   |
|----------|----------------|--------|--|--|--|--|-------|-----|-------|-------|---------|-------------|---|
| April 27 | Gov. Smith     | 61,620 |  |  |  |  | 1,726 | 26  | 1,752 | 13 7  | Chicago | Ogdensburg. | 0 |
| do 28    | H. R. James    | 33,282 |  |  |  |  | 932   | 441 | 1,693 | 13 10 | do      | do          | 0 |
| do 29    | A. McVittie.   | 57,306 |  |  |  |  | 1,605 | 113 | 1,718 | 13 7  | do      | do          | 0 |
| May 5    | W. J. Averill. | 43,868 |  |  |  |  | 1,229 | 317 | 1,546 | 13 11 | do      | do          | 0 |
| do 8     | J. R. Langdon  | 31,425 |  |  |  |  | 880   | 548 | 1,726 | 13 8  | do      | do          | 0 |
| do 11    | W. A. Haskill. | 47,831 |  |  |  |  | 1,340 | 241 | 1,581 | 13 11 | do      | do          | 0 |
| do 12    | F. H. Prince   | 51,309 |  |  |  |  | 1,437 | 320 | 1,757 | 13 11 | do      | do          | 0 |
| do 13    | Gov. Smith     | 56,065 |  |  |  |  | 1,669 | 194 | 1,763 | 13 10 | do      | do          | 0 |
| do 16    | A. McVittie.   | 27,718 |  |  |  |  | 777   | 516 | 1,676 | 13 10 | do      | do          | 0 |
| do 20    | H. R. James    | 38,061 |  |  |  |  | 1,066 | 297 | 1,683 | 13 7  | do      | do          | 0 |
| do 22    | Pueblo.        | 52,553 |  |  |  |  | 1,472 | 340 | 1,472 | 13 11 | do      | do          | 0 |
| do 25    | W. J. Averill. | 32,098 |  |  |  |  | 899   | 315 | 1,559 | 13 11 | do      | do          | 0 |
| do 30    | W. A. Haskill. | 44,731 |  |  |  |  | 1,253 | 320 | 1,568 | 14 0  | do      | do          | 0 |
| June 1   | Oregon.        | 41,707 |  |  |  |  | 1,168 | 323 | 1,168 | 14 0  | do      | do          | 0 |
| do 8     | H. R. James    | 49,657 |  |  |  |  | 1,391 | 489 | 1,714 | 13 8  | do      | do          | 0 |
| do 10    | J. R. Langdon  | 43,325 |  |  |  |  | 1,214 | 507 | 1,703 | 13 10 | do      | do          | 0 |
| do 13    | W. J. Averill. | 25,408 |  |  |  |  | 712   | 274 | 1,570 | 14 0  | do      | do          | 0 |
| do 19    | W. A. Haskill. | 37,724 |  |  |  |  | 1,057 | 382 | 1,564 | 13 11 | do      | do          | 0 |
| do 21    | Gov. Smith     | 52,394 |  |  |  |  | 1,468 | 937 | 1,742 | 13 11 | do      | do          | 0 |
| do 22    | F. H. Prince   | 13,340 |  |  |  |  | 374   | 182 | 1,693 | 13 10 | do      | do          | 0 |
| do 24    | H. R. James    | 53,329 |  |  |  |  | 1,494 | 297 | 1,676 | 13 8  | do      | do          | 0 |
| do 26    | J. R. Langdon  | 51,743 |  |  |  |  | 1,449 | 271 | 1,746 | 14 0  | do      | do          | 0 |
| do 28    | A. McVittie.   | 36,535 |  |  |  |  | 1,023 | 147 | 1,674 | 13 11 | do      | do          | 0 |
| July 7   | W. A. Haskill. | 50,527 |  |  |  |  | 1,415 | 147 | 1,562 | 13 11 | do      | do          | 0 |

|       |                    |        |       |       |       |     |       |       |          |            |     |     |   |      |
|-------|--------------------|--------|-------|-------|-------|-----|-------|-------|----------|------------|-----|-----|---|------|
| do    | 12 F. H. Prince    | 41,488 | 369   | 1,162 | 369   | 134 | 1,665 | 13 6  | do       | ...        | do  | ... | 2 | 1 15 |
| do    | 13 Gov. Smith      | 16,974 | 903   | 476   | 903   | 352 | 1,731 | 13 11 | do       | ...        | do  | ... | 2 | 2 30 |
| do    | 22 A. McVittie     | 28,287 | 739   | 793   | 739   | 152 | 1,884 | 13 11 | do       | ...        | do  | ... | 2 | 2 30 |
| do    | 16 H. R. James     | 38,620 |       | 1,082 |       | 616 | 1,698 | 13 11 | do       | ...        | do  | ... | 2 | 2 30 |
| do    | 24 W. J. Averill   | 23,082 | 298   | 1,067 | 298   | 183 | 1,948 | 13 11 | do       | ...        | do  | ... | 2 | 2 30 |
| do    | 28 W. A. Haskell   | 12,107 | 771   | 340   | 771   | 141 | 1,541 | 13 11 | do       | ...        | do  | ... | 2 | 1 30 |
| do    | 31 Gov. Smith      | 56,314 |       | 1,577 |       |     | 1,718 | 13 11 | do       | ...        | do  | ... | 2 | 2 0  |
| Aug.  | 4 J. O. Ford       | 38,066 |       | 1,066 |       |     | 1,066 | 13 9  | do       | ...        | do  | ... | 2 | 2 0  |
| do    | 5 J. R. Langdon    | 49,850 |       | 1,896 |       | 311 | 1,707 | 13 7  | do       | ...        | do  | ... | 2 | 2 30 |
| do    | 8 A. McVittie      | 53,005 |       | 1,499 |       | 234 | 1,733 | 13 11 | do       | ...        | do  | ... | 2 | 4 30 |
| do    | 14 Denver          | 50,445 |       | 1,413 |       |     | 1,413 | 14 0  | do       | ...        | do  | ... | 2 | 4 0  |
| do    | 15 Jno. Rugee      | 50,644 |       | 1,419 |       |     | 1,419 | 14 0  | do       | ...        | do  | ... | 2 | 2 30 |
| do    | 18 F. H. Prince    | 43,477 |       | 1,218 |       | 562 | 1,780 | 13 11 | do       | ...        | do  | ... | 2 | 2 30 |
| do    | 20 Gov. Smith      | 32,686 | 296   | 916   | 296   | 508 | 1,720 | 13 9  | do       | ...        | do  | ... | 2 | 2 0  |
| do    | 20 Gov. Smith      | 32,210 | 294   | 902   | 294   | 466 | 1,662 | 13 9  | do       | ...        | do  | ... | 2 | 2 0  |
| do    | 22 H. R. James     |        | 1,413 |       | 1,413 | 305 | 1,718 | 13 8  | Chicago  | Ogdensburg | do  | ... | 2 | 3 10 |
| do    | 25 J. R. Langdon   | 42,400 |       | 1,188 |       | 342 | 1,530 | 13 11 | do       | ...        | do  | ... | 2 | 1 30 |
| do    | 27 W. J. Averill   | 49,631 | 1,392 | 270   | 1,392 |     | 1,662 | 13 10 | do       | ...        | do  | ... | 2 | 3 30 |
| do    | 30 A. McVittie     |        | 1,112 |       | 1,112 | 420 | 1,532 | 13 10 | do       | ...        | do  | ... | 2 | 2 40 |
| Sept. | 2 W. A. Haskell    |        |       | 1,416 |       |     | 1,416 | 14 0  | do       | ...        | do  | ... | 2 | 3 0  |
| do    | 3 Jno. Rugee       | 50,555 |       | 1,267 |       | 455 | 1,722 | 13 11 | do       | ...        | do  | ... | 2 | 3 0  |
| do    | 6 Gov. Smith       | 45,226 |       | 1,317 |       | 404 | 1,697 | 13 11 | do       | ...        | do  | ... | 2 | 3 15 |
| do    | 7 F. H. Prince     | 47,032 |       | 369   |       |     | 1,729 | 13 9  | do       | ...        | do  | ... | 2 | 3 15 |
| do    | 9 H. R. James      | 13,149 | 1,328 | 366   | 1,328 |     | 1,562 | 13 11 | do       | ...        | do  | ... | 2 | 3 30 |
| do    | 12 J. R. Langdon   | 48,047 | 366   | 750   | 366   | 251 | 1,725 | 14 0  | do       | ...        | do  | ... | 2 | 3 30 |
| do    | 14 W. J. Averill   | 26,753 | 561   | 812   | 561   |     | 1,560 | 13 11 | do       | ...        | do  | ... | 2 | 4 0  |
| do    | 15 A. McVittie     | 28,988 | 913   | 846   | 913   | 319 | 1,029 | 13 11 | do       | ...        | do  | ... | 2 | 4 30 |
| do    | 22 W. A. Haskell   | 30,213 | 385   |       | 385   |     | 1,560 | 13 11 | do       | ...        | do  | ... | 2 | 4 30 |
| do    | 22 J. O. Ford      | 36,731 |       | 1,029 |       |     | 1,029 | 13 9  | Kingston | do         | ... | ... | 2 | 2 30 |
| do    | 23 John Rugee      | 50,223 |       | 1,407 |       |     | 1,407 | 13 10 | do       | ...        | do  | ... | 2 | 3 0  |
| do    | 24 Gov. Smith      |        | 321   | 1,094 | 321   | 266 | 1,681 | 13 10 | do       | ...        | do  | ... | 2 | 4 0  |
| do    | 28 F. H. Prince    | 39,067 | 606   | 767   | 606   | 372 | 1,745 | 13 11 | do       | ...        | do  | ... | 2 | 4 0  |
| do    | 30 H. R. James     | 27,370 |       | 1,342 |       | 319 | 1,661 | 13 8  | do       | ...        | do  | ... | 2 | 6 0  |
| Oct.  | 1 J. R. Langdon    | 49,515 |       | 1,367 |       | 285 | 1,672 | 13 6  | do       | ...        | do  | ... | 2 | 5 30 |
| do    | 5 A. McVittie      | 14,702 | 1,237 | 412   | 1,237 | 63  | 1,712 | 13 10 | do       | ...        | do  | ... | 2 | 4 30 |
| do    | 7 Waverley         | 34,144 |       | 1,025 |       |     | 1,712 | 13 11 | Duluth   | Kingston   | ... | ... | 2 | 3 0  |
| do    | 9 W. J. Averill    | 31,505 | 663   | 603   | 663   | 287 | 1,553 | 13 9  | do       | ...        | do  | ... | 2 | 4 30 |
| do    | 12 W. A. Haskell   | 39,624 |       | 1,110 |       | 425 | 1,535 | 13 8  | do       | ...        | do  | ... | 2 | 4 0  |
| do    | 15 Gov. Smith      | 16,000 | 883   | 448   | 883   | 368 | 1,699 | 13 11 | do       | ...        | do  | ... | 2 | 6 30 |
| do    | 20 H. R. James     | 38,685 |       | 1,112 |       | 564 | 1,676 | 13 9  | do       | ...        | do  | ... | 2 | 6 30 |
| do    | 22 J. R. Langdon   | 49,238 |       | 1,379 |       | 306 | 1,685 | 13 7  | do       | ...        | do  | ... | 2 | 6 35 |
| do    | 25 A. McVittie     | 14,875 | 815   | 417   | 815   | 373 | 1,905 | 13 6  | do       | ...        | do  | ... | 2 | 6 0  |
| do    | 25 A. McVittie     | 52,286 |       | 1,464 |       | 105 | 1,569 | 13 11 | do       | ...        | do  | ... | 2 | 4 40 |
| do    | 29 W. J. Averill   | 26,723 | 535   | 749   | 535   | 270 | 1,554 | 13 1  | do       | ...        | do  | ... | 2 | 6 15 |
| Nov.  | 5 Gov. Smith       |        |       |       |       |     |       |       | do       | ...        | do  | ... | 2 | 5 30 |
| do    | 7 W. A. Haskell    |        | 1,166 |       | 1,166 | 266 | 1,432 | 13 4  | do       | ...        | do  | ... | 2 | 5 30 |
| do    | 9 F. H. Prince     |        | 311   | 886   | 311   | 376 | 1,573 | 13 2  | do       | ...        | do  | ... | 2 | 6 15 |
| do    | 11 H. R. James     |        | 1,219 |       | 1,219 | 366 | 1,585 | 13 5  | do       | ...        | do  | ... | 2 | 3 15 |
| do    | 12 Samuel Marsdall | 40,767 |       | 1,142 |       |     | 1,142 | 13 4  | do       | ...        | do  | ... | 2 | 1 15 |
| do    | 15 J. R. Langdon   | 21,670 | 522   | 607   | 522   | 337 | 1,466 | 13 8  | do       | ...        | do  | ... | 2 | 2 15 |
| do    | 20 A. McVittie     | 7,673  | 968   | 215   | 968   | 308 | 1,491 | 13 1  | Oswego   | Ogdensburg | ... | ... | 2 | 5 30 |
| do    | 22 Escanaba        |        | 1,146 |       | 1,146 |     | 1,446 | 13 1  | do       | ...        | do  | ... | 2 | 4 30 |
| do    |                    |        |       |       |       |     |       |       | do       | ...        | do  | ... | 2 | 1 30 |

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

## UNITED STATES STEAM VESSELS—Continued.

| Date of Arrival.               | Name of Vessel. | Grain Cargo and Rolling Freight through this Canal. |           |        |        |        |        | Total Cargo through Canal. | Depth of Water through Canal Midship. | Destination. |            | Cost of Lighterage per bushel. | Time occupied in Lighterage. |
|--------------------------------|-----------------|---|-----------|--------|--------|--------|--------|----------------------------|---------------------------------------|--------------|------------|--------------------------------|------------------------------|
|                                |                 | Wheat.  | Corn.     | Rye.   | Oats.  | Wheat. | Corn.  | Rye.                       | Oats.                                 | From         | To         |                                |                              |
|                                |                 | Bush.   | Bush.     | Bush.  | Tons.  | Tons.  | Tons.  | Tons.                      | Tons.                                 | Ft. in.      |            | Cts.                           | H. M.                        |
| 1891.                          |                 |   |           |        |        |        |        |                            |                                       |              |            |                                |                              |
| Nov. 25                        | W. J. Averill   | 18,835  | 18,835    | 606    | 606    | 355    | 355    | 1,489                      | 13 5                                  | Chicago      | Ogdensburg | 2                              | 4 30                         |
| do                             | Gov. Smith      | 15,934  | 15,934    | 730    | 730    | 423    | 423    | 1,600                      | 13 5                                  | do           | do         | 2                              | 5 30                         |
| do                             | John Rugee      | 45,434  | 45,434    | 1,249  | 1,249  | 1,273  | 1,273  | 1,249                      | 13 3                                  | do           | do         | 2                              | 2 45                         |
| do                             | Denver          | 34,144  | 2,579,236 | 86,954 | 27,325 | 1,025  | 72,256 | 2,436                      | 1,273                                 | 13 5         | do         | 2                              | 5 30                         |
|                                |                 |   |           |        |        |        |        |                            | 123,209                               |              |            |                                |                              |
| UNITED STATES SAILING VESSELS. |                 |   |           |        |        |        |        |                            |                                       |              |            |                                |                              |
| April 30                       | Baltic          | 58,189  | 58,189    | 1,746  | 1,746  | 1,746  | 1,746  | 1,746                      | 13 11                                 | Chicago      | Ogdensburg | 2                              | 5 0                          |
| Oct. 7                         | R. P. Bruce     | 43,177  | 43,177    | 1,296  | 1,296  | 1,296  | 1,296  | 1,296                      | 13 11                                 | Duluth       | Kingston   | 2                              | 4 0                          |
|                                |                 | 101,366   | 101,366   | 3,042  | 3,042  | 3,042  | 3,042  | 3,042                      |                                       |              |            |                                |                              |

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, February, 1892.

K.—STATEMENT showing the Quantity of Freight passed Eastward, from Lake Erie, through the whole length of the Welland and St. Lawrence Canals, to Montreal, during the Seasons of Navigation in 1881, 1882, 1883, 1884, 1885, 1886, 1887, 1888, 1889, 1890 and 1891.

| Articles.                                       | 1881.   | 1882.   | 1883.   | 1884.   | 1885.   | 1886.   | 1887.   | 1888.   | 1889.   | 1890.   | 1891.   |
|---|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Tons.   | Tons.   | Tons.   | Tons.   | Tons.   | Tons.   | Tons.   | Tons.   | Tons.   | Tons.   | Tons.   | Tons.   |
| <i>Class 3.</i>                                 |         |         |         |         |         |         |         |         |         |         |         |
| Iron, pig.....                                  | 868     | 459     | 5       | .....   | 7       | 15      | .....   | 418     | .....   | .....   | 371     |
| do all other.....                               | .....   | 2       | .....   | .....   | .....   | .....   | .....   | .....   | .....   | .....   | .....   |
| Stone for cutting.....                          | 233     | 9       | .....   | .....   | .....   | .....   | .....   | .....   | .....   | .....   | .....   |
| Apples.....                                     | .....   | 1       | .....   | .....   | 513     | 49      | 33      | .....   | .....   | .....   | .....   |
| Barley.....                                     | 259     | .....   | .....   | 38      | .....   | .....   | 24,609  | 66,443  | 196,350 | 139,798 | 52,539  |
| Corn.....                                       | 69,066  | 17,474  | 109,191 | 55,552  | 44,401  | 116,517 | 6,140   | 3,865   | 6,841   | 3,065   | 3,324   |
| Flour.....                                      | 4,476   | 5,920   | 5,069   | 9,659   | 2,874   | 2,934   | 87      | 100     | 148     | 222     | 67      |
| Meal, all kinds.....                            | .....   | .....   | 1,188   | .....   | 16      | 125     | .....   | .....   | 320     | 479     | .....   |
| Oats.....                                       | .....   | .....   | 726     | 872     | .....   | 608     | 362     | .....   | 1,284   | 1,120   | 390     |
| Pease.....                                      | .....   | 1,269   | 518     | 477     | .....   | .....   | .....   | .....   | .....   | .....   | 64,978  |
| Rye.....  | .....   | 37      | 2       | .....   | 42      | 33      | .....   | 12      | 3       | 2       | 2       |
| Seeds, all kinds.....                           | .....   | .....   | .....   | .....   | .....   | 25      | .....   | .....   | .....   | .....   | .....   |
| Tobacco, raw.....                               | .....   | 1       | .....   | .....   | 52,157  | 86,815  | 160,063 | 93,915  | 70,815  | 75,515  | 159,795 |
| Wheat.....                                      | 77,081  | 161,692 | 76,379  | 84,822  | 1       | .....   | 17      | .....   | 798     | 3       | 2       |
| All other agricultural products, vegetable..... | .....   | .....   | 77      | .....   | .....   | 1       | .....   | .....   | .....   | .....   | .....   |
| Hides, skins, horns and hoofs.....              | .....   | .....   | .....   | .....   | .....   | .....   | 1       | .....   | .....   | .....   | .....   |
| Horses.....                                     | .....   | 1       | .....   | .....   | .....   | .....   | .....   | .....   | .....   | .....   | .....   |
| Lard and lard oil.....                          | 361     | 206     | 6       | .....   | 2       | 22      | 1       | 54      | 2       | 3       | 2       |
| Pork.....                                       | 5,141   | 278     | 212     | 318     | 30      | 936     | 418     | 265     | 1,220   | 221     | 100     |
| All other agricultural products, animal.....    | .....   | .....   | .....   | .....   | 4       | 68      | 29      | 39      | 32      | 117     | 201     |
| Total, Class 3.....                             | 157,196 | 187,609 | 193,393 | 152,171 | 100,068 | 208,148 | 191,759 | 165,113 | 276,813 | 220,545 | 281,762 |
| <i>Class 4.</i>                                 |         |         |         |         |         |         |         |         |         |         |         |
| Ashes.....                                      | 13      | 10      | 3       | 36      | 97      | 44      | 113     | 85      | 107     | 70      | 40      |
| Furniture.....                                  | 4       | 12      | 6       | 10      | 5       | 6       | 9       | 2       | .....   | 1       | 2       |
| Glass, all kinds.....                           | 47      | 6       | 1       | .....   | .....   | .....   | .....   | .....   | .....   | 1       | 1       |
| Molasses.....                                   | .....   | 18      | 43      | .....   | .....   | 28      | .....   | .....   | .....   | .....   | .....   |
| Nails.....                                      | .....   | .....   | .....   | 1       | .....   | .....   | 1       | .....   | .....   | .....   | .....   |
| Oil.....  | .....   | 425     | .....   | 78      | 7       | 6       | 14      | .....   | 4       | 6       | .....   |
| Paint.....                                      | .....   | 4       | .....   | .....   | .....   | 1       | .....   | .....   | .....   | .....   | .....   |
| Pitch and tar.....                              | .....   | 1       | .....   | .....   | .....   | .....   | .....   | .....   | .....   | .....   | .....   |



K.—STATEMENT showing the Quantity of Freight passed Eastward, from Lake Erie, &c.—Concluded.

| Articles.                             | 1881.   | 1882.   | 1883.   | 1884.   | 1885.   | 1886.   | 1887.   | 1888.   | 1889.   | 1890.   | 1891.   |
|---------------------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
|                                       | Tons.   | Tons.   | Tons.   | Tons.   | Tons.   | Tons.   | Tons.   | Tons.   | Tons.   | Tons.   | Tons.   |
| <i>Class 4—Concluded.</i>             |         |         |         |         |         |         |         |         |         |         |         |
| Sugar .....                           |         |         | 2       |         |         |         | 15      |         |         |         |         |
| Stone, wrought. ....                  | 291     | 484     | 269     | 317     |         |         | 12      |         |         |         |         |
| Tar-pentine. ....                     |         | 2       |         | 1       |         |         |         |         |         |         |         |
| Whiskey, beer and other spirits. .... |         | 25      | 35      |         |         | 8       |         | 3       | 20      | 26      | 105     |
| Merchandise not enumerated .....      | 60      | 105     | 53      | 37      | 29      | 100     | 72      | 105     | 193     | 142     | 278     |
| Total, Class 4. ....                  | 415     | 1,092   | 412     | 480     | 138     | 193     | 236     | 198     | 324     | 246     | 426     |
| <i>Class 5.</i>                       |         |         |         |         |         |         |         |         |         |         |         |
| 300 Barrels, empty .....              |         | 3       |         |         | 128     | 6       |         | 40      |         |         |         |
| Sawed lumber. ....                    | 2,849   | 3,639   | 6,311   | 7,531   | 19,945  | 18,707  | 88      | 5,175   | 6,118   | 3,579   | 3,908   |
| Staves, pine and barrel. ....         | 1,001   | 2,350   | 2,024   | 200     | 856     | 332     | 7,001   | 139     |         |         |         |
| do West India and pipe. ....          | 1,196   | 1,130   | 461     | 863     |         | 287     | 184     | 1,623   | 270     |         |         |
| Timber, square, in vessels. ....      | 3,227   | 1,574   | 290     |         | 639     | 1,330   | 131     |         |         |         |         |
| do do. ....                           | 3,250   | 1,149   | 2,314   | 7,365   | 11,128  | 15,410  | 14,890  | 11,586  | 9,302   |         | 5,680   |
| do rafts. ....                        | 76      | 205     | 199     | 68      | 76      | 101     | 45      | 25      |         | 1       |         |
| Woodenware. ....                      |         |         |         |         |         |         |         |         |         |         |         |
| Total, Class 5. ....                  | 11,602  | 10,059  | 11,589  | 16,064  | 32,772  | 36,173  | 21,839  | 18,588  | 15,690  | 3,580   | 9,598   |
| <i>Special Class.</i>                 |         |         |         |         |         |         |         |         |         |         |         |
| Coal. ....                            |         | 75      |         |         |         |         |         |         |         |         |         |
| Grand total .....                     | 169,213 | 198,835 | 205,394 | 168,715 | 132,968 | 244,514 | 213,834 | 183,899 | 292,827 | 224,371 | 291,776 |

L.—STATEMENT showing the Quantity of Freight passed Westward from Montreal, through the whole length of the St. Lawrence and Welland Canals to Lake Erie during the Seasons of Navigation in 1881, 1882, 1883, 1884, 1885, 1886, 1887, 1888, 1889, 1890 and 1891.

| Articles.   | 1881.  | 1882.  | 1883.  | 1884. | 1885.  | 1886.  | 1887. | 1888.  | 1889.  | 1890.  | 1891.  |
|---|--------|--------|--------|-------|--------|--------|-------|--------|--------|--------|--------|
| Tons.   | Tons.  | Tons.  | Tons.  | Tons. | Tons.  | Tons.  | Tons. | Tons.  | Tons.  | Tons.  | Tons.  |
| <i>Class 3.</i>                                   |        |        |        |       |        |        |       |        |        |        |        |
| Bricks.   | 81     | 96     | 78     | 200   | 44     | 66     | 3     | 187    | 84     | 252    | 469    |
| Cement and water lime.                            | 38     | 533    | 508    | 219   | 117    | 498    | 1,740 | 1,177  | 893    | 62     | 2,390  |
| Clay, lime and sand.                              | 121    | 58     | 56     |       |        | 1      | 134   | 95     | 3      | 8      | 208    |
| Fish.   | 13     | 406    |        |       |        | 1      | 95    | 1      | 80     | 28     | 7      |
| Gypsum.   |        |        |        |       |        |        |       |        |        |        |        |
| Iron, Railway.                                    | 16,476 | 11,246 | 8,725  | 2,031 | 12,356 | 6,629  | 153   | 9,148  | 15,513 | 20,003 | 2,855  |
| do Pig.   | 8,131  | 3,575  | 2,460  | 43    | 23     | 10     | 308   | 573    | 250    | 20     | 112    |
| do all other.                                     | 900    | 686    | 528    | 363   | 290    | 76     | 1,997 | 297    | 290    | 584    | 585    |
| Salt.   | 5,175  | 1,820  | 5,324  | 802   | 1,574  | 5,609  | 4,197 | 3,599  | 4,216  | 7,440  | 4,391  |
| Stone for cutting.                                | 5      |        | 21     |       | 7      |        |       |        |        | 12     |        |
| Flour.  |        |        |        |       |        |        |       | 31     |        | 48     |        |
| Meals.  |        |        | 5      |       |        |        |       |        |        |        |        |
| Oats.   |        |        | 284    |       |        |        |       |        |        |        |        |
| Potatoes.   | 369    | 23     |        |       |        |        | 4     | 24     |        | 100    |        |
| Seeds, all kinds.                                 | 65     | 14     |        |       |        |        |       |        |        |        |        |
| Agricultural Products not enumerated, vegetables. | 2      |        | 25     | 1     | 1      |        |       | 35     | 19     |        | 52     |
| Horses.   |        | 2      |        |       |        |        |       |        | 2      |        |        |
| Lard and lard oil.                                |        |        |        |       | 3      |        | 3     |        |        | 72     |        |
| Pork.   |        | 45     |        |       |        |        |       |        |        | 33     |        |
| Wool.   |        | 3      |        |       |        |        | 4     |        |        | 13     | 2      |
| All other articles not enumerated.                |        |        |        |       |        | 6      | 4     | 77     |        | 1      | 2      |
| Total Class 3.                                    | 31,371 | 18,460 | 17,994 | 3,707 | 14,428 | 12,896 | 8,792 | 15,244 | 21,496 | 28,674 | 11,071 |
| <i>Class 4.</i>                                   |        |        |        |       |        |        |       |        |        |        |        |
| Ashes, pot and pearl.                             |        |        |        |       | 226    | 20     |       |        |        | 10     | 31     |
| Crockery and earthenware.                         | 24     | 116    | 137    | 47    | 10     | 40     | 164   | 336    | 112    | 11     | 251    |
| Dye woods, &c.                                    |        |        | 2      |       |        | 1      | 4     |        |        |        |        |
| Furniture.  | 3      | 4      | 4      | 1     |        | 9      | 1     | 1      |        |        | 1      |
| Glass, all kinds.                                 | 97     | 369    | 156    | 100   | 32     | 39     | 53    | 77     | 71     | 23     | 30     |
| Manilla.  |        | 5      | 5      | 17    |        | 7      | 5     | 1      |        |        |        |
| Molasses.   | 14     | 53     | 3      |       |        | 23     | 1     | 7      | 56     |        |        |

L.—STATEMENT showing the Quantity of Freight passed Westward from Montreal, &c.—*Concluded.*

| Articles.                       | 1881.  | 1882.  | 1883.  | 1884. | 1885.  | 1886.  | 1887.  | 1888.  | 1889.  | 1890.  | 1891.  |
|---------------------------------|--------|--------|--------|-------|--------|--------|--------|--------|--------|--------|--------|
|                                 | Tons.  | Tons.  | Tons.  | Tons. | Tons.  | Tons.  | Tons.  | Tons.  | Tons.  | Tons.  | Tons.  |
| <i>Class 4—Concluded.</i>       |        |        |        |       |        |        |        |        |        |        |        |
| Nails.....                      | 258    | 576    | 1,085  | 160   | 205    | 389    | 147    | 578    | 736    | 453    | 560    |
| Oil in barrels.....             | 54     | 119    | 122    | 80    | 10     | 82     | 28     | 22     | 9      | 11     | 64     |
| Paint.....                      | 47     | 124    | 103    | 161   | 24     | 36     | 80     | 59     | 49     | 24     | 61     |
| Pitch and tar.....              | 1      |        | 50     | 1     |        | 5      | 1      |        |        | 13     | 22     |
| Rosin.....                      |        | 11     | 21     |       |        |        |        |        |        | 1      |        |
| Soda, ash.....                  | 3,177  | 1,040  | 1,901  | 1,427 | 164    | 975    | 1,116  | 1,196  | 766    | 554    | 577    |
| Steel.....                      | 29     |        | 3      | 142   |        | 1      | 423    | 3      | 3      | 1      |        |
| Stone wrought.....              |        |        | 2      |       |        |        |        |        |        |        |        |
| Sugar.....                      | 5      | 465    | 375    | 200   | 64     | 316    | 207    | 98     | 7      | 551    | 412    |
| Tin.....                        | 959    | 641    | 1,669  | 1,832 | 10     | 549    | 2,225  | 198    | 480    | 40     | 23     |
| Turpentine.....                 |        |        | 1      | 1     |        |        | 1      | 1      | 1      | 2      |        |
| White lead.....                 |        | 14     |        | 3     |        | 3      | 4      | 2      | 4      | 19     | 3      |
| Whiting.....                    | 10     | 5      | 19     |       | 9      |        | 7      |        | 33     | 34     | 50     |
| Whiskey, beer, &c.....          | 91     | 564    | 791    | 364   | 259    | 174    | 287    | 228    | 124    | 350    | 294    |
| Merchandise not enumerated..... | 984    | 1,992  | 2,608  | 1,001 | 712    | 1,008  | 619    | 1,259  | 1,422  | 1,180  | 810    |
| Total Class 4.....              | 5,753  | 6,093  | 8,967  | 5,687 | 1,725  | 3,678  | 5,373  | 4,066  | 3,573  | 3,277  | 2,989  |
| <i>Class 5.</i>                 |        |        |        |       |        |        |        |        |        |        |        |
| Barrels, empty.....             | 40     | 130    | 179    |       |        | 227    |        |        | 2      |        |        |
| Lumber, sawn, in vessels.....   |        | 175    | 318    |       |        |        |        |        |        |        |        |
| Woodenware.....                 | 26     | 23     |        | 3     | 2      |        |        |        |        |        |        |
| Total Class 5.....              | 66     | 328    | 497    | 3     | 2      | 227    |        |        | 2      |        |        |
| <i>Special Class.</i>           |        |        |        |       |        |        |        |        |        |        |        |
| Coal.....                       |        |        | 40     | 28    |        |        |        |        |        |        |        |
| Grand Total.....                | 37,190 | 24,881 | 27,488 | 9,425 | 16,155 | 16,801 | 14,075 | 19,310 | 25,370 | 31,951 | 14,060 |

M.—STATEMENT showing the Quantity of Freight passed Eastward through the Welland Canal, from United States Ports to United States Ports, during the Seasons of Navigation in 1880, 1881, 1882, 1883, 1884, 1885, 1886, 1887, 1888, 1889, 1890 and 1891.

| ARTICLES.                             | 1880.  | 1881.  | 1882.  | 1883.   | 1884.   | 1885.   | 1886.   | 1887.   | 1888.   | 1889.   | 1890.   | 1891.   |
|---------------------------------------|--------|--------|--------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
|                                       | Tons.  | Tons.  | Tons.  | Tons.   | Tons.   | Tons.   | Tons.   | Tons.   | Tons.   | Tons.   | Tons.   | Tons.   |
| Class 3.                              |        |        |        |         |         |         |         |         |         |         |         |         |
| Bricks.....                           | 22     |        | 3      |         |         |         | 41      |         |         |         | 4       |         |
| Cement and water lime.....            |        |        | 2      |         |         |         | 31      | 2       | 4       |         |         |         |
| Fish.....                             |        |        |        | 142     |         |         |         |         |         |         |         | 1       |
| Iron, railway.....                    |        | 79     | 114    | 90      | 40      |         | 45      |         | 520     |         | 1       | 10      |
| do all other.....                     |        |        |        | 8       |         |         | 1       |         |         |         |         | 494     |
| Salt.....                             | 258    |        |        | 38      | 15      |         |         |         |         |         |         |         |
| Stone for cutting.....                |        | 1      |        |         |         |         |         |         |         |         |         |         |
| Apples.....                           |        |        | 8      |         |         |         |         |         |         |         |         |         |
| Barley.....                           |        |        | 537    | 735     |         |         |         | 1,709   | 2       |         | 6,519   | 8,113   |
| do.....                               | 16,122 | 30,031 | 32,433 | 66,128  | 53,707  | 63,229  | 93,503  | 83,431  | 102,974 | 147,045 | 180,842 | 127,494 |
| do.....                               |        |        | 107    | 2,041   | 1,715   | 124     | 7,591   | 11,780  | 8,563   | 5,017   | 9,204   | 6,302   |
| Flour.....                            |        |        |        |         |         |         |         |         |         |         |         |         |
| Hay, pressed.....                     |        |        | 5      | 8,579   | 13      |         | 13,201  | 10,726  | 11,598  | 17,224  | 20,482  | 26,096  |
| Meal, all kinds.....                  |        |        |        |         | 8,170   |         |         |         |         |         |         |         |
| Oil cake.....                         | 286    |        | 1      | 731     | 9,874   | 882     | 4,790   | 12,050  | 26,510  | 27,492  | 27,080  | 52,523  |
| Oats.....                             |        |        | 1      |         |         |         |         |         |         | 1       | 1       |         |
| Potatoes.....                         |        |        | 684    |         |         |         |         |         | 179     |         |         |         |
| Rye.....                              |        | 16     |        | 662     | 511     |         | 286     | 44      | 48      | 151     | 135     | 256     |
| Seeds, all kinds.....                 |        |        | 30,227 | 54,283  | 40,956  | 53,235  | 53,235  | 37,678  | 39,999  | 39,229  | 31,527  | 32,097  |
| Wheat.....                            | 30,611 | 34,320 | 5      | 3       |         |         | 2       | 2       |         |         | 14      |         |
| Agricultural products, vegetable..... |        |        |        |         |         |         |         |         |         |         |         |         |
| Hides and skins, &c.....              |        |        | 5      | 60      | 73      |         | 414     | 170     | 39      |         | 1       | 3       |
| Horses.....                           |        |        | 1      | 6       | 6       |         | 1       | 2       |         |         |         |         |
| Lard and lard oil, &c.....            |        |        |        | 5       | 7       |         | 13      | 14      | 19      | 32      | 30      | 10      |
| Meats, other than pork.....           |        |        | 1      | 12      | 4       |         | 1       | 18      | 14      | 3       | 15      | 2       |
| Pork.....                             |        |        | 1      | 163     |         |         | 106     | 108     | 19      | 21      | 88      | 73      |
| Sheep.....                            |        |        |        |         | 1       |         |         |         |         |         |         |         |
| Wool.....                             |        |        |        | 95      |         |         | 1,125   | 86      | 18      | 452     |         | 1,237   |
| Total, Class 3.....                   | 47,309 | 64,447 | 64,129 | 138,782 | 115,092 | 117,470 | 174,369 | 157,820 | 189,986 | 237,188 | 275,893 | 255,553 |
| Class 4.                              |        |        |        |         |         |         |         |         |         |         |         |         |
| Agricultural implements.....          |        | 3      |        | 1       |         |         |         | 9       |         |         |         |         |
| Crockery and earthenware.....         |        | 4      | 1      | 1       |         |         |         |         | 1       |         |         |         |
| Furniture.....                        |        |        | 15     | 25      | 16      |         | 21      | 24      | 30      |         | 21      | 7       |

M.—Statement showing the Quantity of Freight passed Eastward through the Welland Canal, &amp;c.—Concluded.

| Articles.                                | 1880.  | 1881.  | 1882.   | 1883.   | 1884.   | 1885.   | 1886.   | 1887.   | 1888.   | 1889.   | 1890.   | 1891.   |
|--|--------|--------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
|  | Tons.  | Tons.  | Tons.   | Tons.   | Tons.   | Tons.   | Tons.   | Tons.   | Tons.   | Tons.   | Tons.   | Tons.   |
| <i>Class 4—Concluded.</i>                |        |        |         |         |         |         |         |         |         |         |         |         |
| Glass, all kinds.....                    |        |        | 66      |         | 1       |         | 2       |         |         |         |         | 1       |
| Nails.....                               |        | 102    | 7       | 51      | 26      |         | 4       |         |         |         |         |         |
| Oil, in barrels.....                     |        |        | 995     | 206     | 255     |         | 6       | 8       |         |         |         | 1       |
| Paint.....                               |        |        | 3       | 6       |         |         |         |         |         |         | 3       |         |
| Soda, ash.....                           |        |        | 7       |         |         |         |         |         |         |         |         |         |
| Steel.....                               |        |        | 1       |         |         |         |         |         | 3       |         |         |         |
| Stone, wrought.....                      | 192    | 29     | 33      | 87      | 7       |         | 38      |         |         | 2       |         |         |
| White lead.....                          |        | 2      | 6       | 5       |         |         |         |         |         |         | 1       |         |
| Whiskey, beer and all other spirits..... | 14     |        | 12      | 156     | 26      |         | 21      | 63      | 151     | 190     | 228     | 167     |
| Merchandise, not enumerated.....         | 1      | 49     | 91      | 941     | 481     | 2       | 824     | 469     | 1,453   | 1,679   | 1,822   | 1,865   |
| Total, Class 4.....                      | 207    | 189    | 1,257   | 1,479   | 812     | 2       | 916     | 573     | 1,638   | 1,902   | 2,075   | 2,041   |
| <i>Class 5.</i>                          |        |        |         |         |         |         |         |         |         |         |         |         |
| Lumber, sawn, in vessels.....            | 33,555 | 30,462 | 34,182  | 34,189  | 43,713  | 44,668  | 43,776  | 29,845  | 28,333  | 55,074  | 38,030  | 45,504  |
| Hoops.....                               |        |        |         | 26      |         |         |         |         |         |         |         |         |
| Shingles.....                            | 9      |        | 9       | 9       | 76      | 111     | 463     |         |         | 51      |         |         |
| Staves, barrel.....                      |        |        |         | 25      |         |         |         |         | 82      |         |         |         |
| Woodenware, &c.....                      | 1      | 4      | 43      | 30      | 11      |         | 2       | 26      | 141     | 333     | 8       | 4       |
| Total, Class 5.....                      | 33,565 | 30,466 | 34,234  | 34,279  | 43,800  | 44,779  | 44,241  | 29,871  | 28,562  | 55,458  | 38,038  | 45,506  |
| <i>Special Class.</i>                    |        |        |         |         |         |         |         |         |         |         |         |         |
| Coal.....                                | 871    | 1,164  | 10,686  | 5,372   | 4,393   | 4,974   | 5,400   | 1,163   | 878     | 1,124   | 615     | 1,382   |
| Stone not suitable for cutting.....      |        |        |         |         |         |         |         |         |         | 1,681   | 1,620   | 1,773   |
| Kryolite.....                            |        |        |         |         |         |         |         |         |         |         |         |         |
| Total, Special Class.....                | 871    | 1,164  | 10,686  | 5,372   | 4,393   | 4,974   | 5,400   | 1,163   | 878     | 2,805   | 2,233   | 3,155   |
| Grand Total.....                         | 81,952 | 96,266 | 110,286 | 174,912 | 163,997 | 167,225 | 224,916 | 189,427 | 221,064 | 297,353 | 318,259 | 306,257 |

N.—STATEMENT showing the Number of Vessels and their Cargoes of Wheat, from ports west of Port Colborne to Montreal; the Quantity transhipped at Kingston, and the Quantity of each Cargo, through the St. Lawrence Canals, during the Season of Navigation in 1891.

| Names of Vessels.                       | Original<br>Cargo<br>through the<br>Welland<br>Canal. | Quantity<br>transhipped<br>at<br>Kingston. | Cargo<br>through the<br>St.<br>Lawrence<br>Canal. |
|---|---|--|---|
|   | Tons.   | Tons.                                      | Tons.   |
| Canadian steamer "Acadia" .....         | 480   | .....                                      | 480   |
| do do .....                             | 653   | 148  | 505   |
| do do .....                             | 501   | .....                                      | 501   |
| do "Alma Munroe" .....                  | 662   | 237  | 425   |
| do do .....                             | 600   | 198  | 402   |
| do do .....                             | 661   | 252  | 409   |
| do "Canada" .....                       | 547   | 215  | 332   |
| do do .....                             | 549   | 216  | 333   |
| do do .....                             | 549   | 246  | 303   |
| do do .....                             | 540   | 246  | 294   |
| do do .....                             | 528   | 233  | 296   |
| do "Celtic" .....                       | 510   | 232  | 273   |
| do do .....                             | 520   | .....                                      | 301   |
| do do .....                             | 525   | 232  | 233   |
| do do .....                             | 519   | 224  | 235   |
| do do .....                             | 515   | 223  | 232   |
| do do .....                             | 486   | 277  | 209   |
| do "Cuba" .....                         | 570   | 135  | 435   |
| do do .....                             | 563   | 157  | 406   |
| do "Glengarry" .....                    | 648   | 312  | 336   |
| do "Lake Michigan" .....                | 511   | 210  | 301   |
| do do .....                             | 540   | 221  | 319   |
| do do .....                             | 525   | 219  | 306   |
| do do .....                             | 374   | 211  | 163   |
| Canadian sailing vessel "Glenora" ..... | 1,396   | 751  | 645   |
| do do .....                             | 1,401   | 747  | 654   |
| do "John Gaskin" .....                  | 1,090   | 447  | 643   |
| Total .....                             | 16,963  | 6,589                                      | 10,155  |

|   |              |
|---|--------------|
| Number of cargo of wheat .....  | 27           |
| Quantity through Welland Canal to Kingston .....                      | 16,963 Tons. |
| do transhipped at Kingston .....                                      | 6,589 "      |
| do taken to Montreal in vessels in which it arrived at Kingston ..... | 10,155 "     |
| do remaining at Kingston .....  | 219 "        |

N.—STATEMENT showing the Number of Vessels and their Cargoes of Corn and Pease from ports west of Port Colborne to Montreal; the Quantity transhipped at Kingston, and the Quantity of each Cargo through the St. Lawrence Canals, during the Season of Navigation in 1891.

| Names of Vessels.               | Original<br>Cargo<br>through the<br>Welland<br>Canal. | Quantity<br>transhipped<br>at<br>Kingston. | Cargo<br>through the<br>St.<br>Lawrence<br>Canals. |
|---------------------------------|---|--|--|
|                                 | Tons.   | Tons.                                      | Tons.  |
| Canadian steamer "Acadia" ..... | 620   | 142  | 478  |
| do do .....                     | 495   | 156  | 339  |
| do "Alma Munroe" .....          | 560   | 222  | 338  |
| do do .....                     | 476   | 196  | 280  |
| do "Celtic" .....               | 476   | 184  | 292  |
| do "Cuba" .....                 | 569   | 174  | 345  |
| do do .....                     | 460   | .....                                      | 460  |
| do do .....                     | 505   | 234  | 271  |
| Total .....                     | 4,161   | 1,308                                      | 2,803  |

## PEASE.

|  |     |     |     |
|--|-----|-----|-----|
| Canadian steamer "Lake Michigan" ..... | 390 | 137 | 253 |
|--|-----|-----|-----|

Number of cargoes of corn..... 8  
Quantity through Welland Canal to Kingston..... 4,161 tons.  
do transhipped at Kingston..... 1,308 do  
do to Montreal in vessels in which it arrived at Kingston..... 2,803 do

N.—STATEMENT showing the Number of Vessels and their Cargoes of Rye from ports west of Port Colborne to Montreal; the quantity transhipped at Kingston, and the Quantity of each Cargo through the St. Lawrence Canals, during the Season of Navigation in 1891.

| Names of Vessels.                    | Original<br>Cargo<br>through the<br>Welland<br>Canal. | Quantity<br>transhipped<br>at<br>Kingston. | Cargo<br>through the<br>St.<br>Lawrence<br>Canals. |
|--------------------------------------|---|--|--|
|                                      | Tons.   | Tons.                                      | Tons.  |
| Canadian steamer "Alma Munroe" ..... | 483   | 190  | 293  |
| do do .....                          | 667   | 270  | 397  |
| do "Canada" .....                    | 503   | 199  | 304  |
| do "Celtic" .....                    | 504   | 224  | 280  |
| do "Cuba" .....                      | 585   | 260  | 325  |
| do do .....                          | 609   | 193  | 416  |
| do do .....                          | 560   | 182  | 378  |
| do "Lake Michigan" .....             | 492   | 210  | 282  |
| do do .....                          | 504   | 204  | 300  |
| do do .....                          | 484   | 204  | 280  |
| do do .....                          | 713   | 252  | 461  |
| Total .....                          | 6,104   | 2,388                                      | 3,716  |

Number of cargoes of rye..... 11  
Quantity through Welland Canal to Kingston..... 6,104 tons.  
do transhipped at Kingston..... 2,388 do  
do to Montreal in vessels in which it arrived at Kingston..... 3,716 do

RECAPITULATION of the Number of Vessels passed down the Welland Canal with Cargoes of Grain to Kingston, the quantity transhipped and quantity taken to Montreal, for the season, 1891.

|   | Number of<br>Cargoes. | Total. |
|---|-----------------------|--------|
| Wheat.....  | 27                    |        |
| Corn.....   | 8                     |        |
| Pease.....  | 1                     |        |
| Rye.....  | 11                    |        |
| Total.....  |                       | 47     |
| Quantity of wheat through the Welland Canal bound for Montreal .....                                | Tons.<br>16,963       | Tons.  |
| do corn do do .....   | 4,161                 |        |
| do pease do .....   | 390                   |        |
| do rye do .....   | 6,104                 |        |
| Total through Welland Canal.....  |                       | 27,618 |
| Quantity of the above transhipped at Kingston, viz. :—  |                       |        |
| Wheat .....   | 6,589                 |        |
| Corn.....   | 1,308                 |        |
| Pease.....  | 137                   |        |
| Rye .....   | 2,388                 |        |
| Total transhipped.....  |                       | 10,422 |
| Quantity of the above cargoes taken to Montreal in vessels in which it arrived at Kingston, viz. :— |                       |        |
| Wheat .....   | 10,155                |        |
| Corn.....   | 2,803                 |        |
| Pease .....   | 253                   |        |
| Rye.....  | 3,716                 |        |
| Total quantity to Montreal .....  |                       | 16,927 |
| Quantity remaining at Kingston.....   |                       | 269    |
| Total.....  |                       | 27,618 |



O.—STATEMENT showing the Quantity of Grain passed down the Welland Canal to Kingston in Canadian and United States Vessels entering the Canal at Port Colborne during the Season of Navigation in 1891.

| ARTICLES.  | CANADIAN VESSELS. |          |        |          | UNITED STATES VESSELS. |          |        |          | TOTAL.             |          |
|------------|-------------------|----------|--------|----------|------------------------|----------|--------|----------|--------------------|----------|
|            | Steam.            |          | Sail.  |          | Steam.                 |          | Sail.  |          | Steam and Sailing. |          |
|            | No.               | Tonnage. | No.    | Tonnage. | No.                    | Tonnage. | No.    | Tonnage. | No.                | Tonnage. |
|            | 129               | 48,836   | 80     | 38,397   | 54                     | 35,100   | 23     | 12,734   | 286                | 135,067  |
|            | Tons.             |          | Tons.  |          | Tons.                  |          | Tons.  |          | Tons.              |          |
| Corn.....  | 20,283            |          | 10,484 |          | 20,752                 |          | 5,807  |          | 57,326             |          |
| Pease..... | 390               |          |        |          |                        |          |        |          | 390                |          |
| Rye.....   | 30,071            |          | 12,496 |          | 16,361                 |          | 7,343  |          | 66,271             |          |
| Wheat..... | 60,723            |          | 56,217 |          | 28,325                 |          | 11,565 |          | 156,890            |          |
|            | 111,467           |          | 79,197 |          | 65,438                 |          | 24,715 |          | 280,817            |          |

|     |         |        |          |       |                         |
|-----|---------|--------|----------|-------|-------------------------|
|     |         |        |          |       | Tons.                   |
| 129 | cargoes | in     | Canadian | steam | vessels, total quantity |
| 80  | do      | do     | sailing  | do    | do                      |
| 54  | do      | United | States   | steam | vessels, total quantity |
| 23  | do      | do     | sailing  | do    | do                      |
|     |         |        |          |       | Tons.                   |
|     |         |        |          |       | 111,467                 |
|     |         |        |          |       | 79,197                  |
|     |         |        |          |       | 65,438                  |
|     |         |        |          |       | 24,715                  |

P.—TOTAL Quantity of Grain arrived in Kingston in vessels which passed down the Welland Canal during the season of navigation in 1891:—

| Summary.  | Tons.   | Total Tons. |
|---|---------|-------------|
| Canadian steam vessels, 129 cargoes of grain .....                                | 111,467 | 190,664     |
| do sail do 80 do .....  | 79,197  |             |
| Total in Canadian vessels .....   |         |             |
| United States steam vessels, 54 cargoes of grain .....                            | 65,438  | 90,153      |
| do sail do 23 do .....  | 24,715  |             |
| Total United States vessels .....   |         |             |
| Total in Canadian and United States vessels .....                                 |         | 280,817     |
| Distributed as follows:—  |         |             |
| 3 cargoes taken to Montreal in Canadian vessels without breaking bulk .....       |         | 1,441       |
| 44 do arrived at Kingston in Canadian vessels with an aggregate quantity of ..... | 26,177  | 15,755      |
| Transhipped .....   | 10,422  |             |
| Quantity taken to Montreal in vessels in which it arrived at Kingston .....       |         |             |
| Vessels arrived at Kingston and discharged all of their cargo as follows:—        |         |             |
| 162 cargoes in Canadian vessels .....   | 163,046 | 259,655     |
| 77 do in United States vessels .....  | 90,153  |             |
| Aggregate quantity discharged .....   | 253,199 |             |
| Quantity transhipped to Montreal .....  | 249,233 |             |
| Total quantity transhipped to Montreal .....                                      |         | 259,655     |
| Transhipped to Cardinal .....   | 2,725   | 3,966       |
| Remaining at Kingston .....   | 1,241   |             |
| Total .....   |         | 280,817     |

Q.—COMPARATIVE Statement of the Quantity of Grain passed down the Welland Canal to Kingston for the Seasons of 1890 and 1891.

|   | 1890.           |         | 1891.           |         |
|---|-----------------|---------|-----------------|---------|
|   | No. of Cargoes. | Tons.   | No. of Cargoes. | Tons.   |
| Quantity arrived at Kingston in Canadian vessels .....                      | 203             | 184,275 | 209             | 190,664 |
| do do do in United States .....   | 35              | 35,560  | 77              | 90,153  |
| Total .....   | 238             | 219,835 | 286             | 280,817 |
| Quantity transhipped at Kingston in Canadian vessels for Montreal .....     |                 | 185,170 |                 | 259,655 |
| Quantity taken to Montreal in vessels in which it arrived at Kingston ..... |                 | 27,497  |                 | 17,196  |
| Quantity transferred in cars and taken to Montreal by rail .....            |                 | 972     |                 |         |
| Quantity remaining at Kingston .....  |                 | 1,089   |                 | 1,241   |
| Quantity transhipped to Cardinal .....                                      |                 | 5,107   |                 | 2,725   |
| Total .....   |                 | 219,835 |                 | 280,817 |

3 vessels took cargoes through to Montreal intact in 1891 against 3 in 1890.

44 vessels lightered their cargoes at Kingston in 1891 against 63 in 1890.

239 vessels discharged the whole of their cargoes at Kingston in 1891 against 172 in 1890.

R.—STATEMENT showing the Quantity of Oats arrived at Montreal by Canal and Rail during the Years 1884 to 1891, inclusive, and the total shipments for the same period.

| Years.    | Receipts<br><i>vid</i><br>Lachine<br>Canal. | Receipts<br><i>vid</i><br>C. P. R. and<br>G. T. R. is<br>reported<br>as follows. | Total<br>Receipts<br>at<br>Montreal. | Shipments<br><i>vid</i><br>River<br>St. Lawrence<br>and<br>G. T. R. |
|-----------|---|--|--------------------------------------|---|
|           | Bushels.                                    | Bushels.   | Bushels.                             | Bushels.  |
| 1884..... | 297,326                                     | 528,032  | 825,358                              | 246,643   |
| 1885..... | 678,866                                     | 550,425  | 1,229,291                            | 1,463,932   |
| 1886..... | 650,910                                     | 595,756  | 1,246,666                            | 2,093,098   |
| 1887..... | 341,568                                     | 452,748  | 794,316                              | 509,010   |
| 1888..... | 123,213                                     | 542,007  | 665,220                              | 70,809  |
| 1889..... | 119,958                                     | 812,750  | 932,708                              | 88,910  |
| 1890..... | 200,896                                     | 1,448,187  | 1,649,083                            | 244,380   |
| 1891..... | 102,162                                     | 1,616,004  | 1,718,166                            | 791,691   |

S.—THE Quantity of Coal passed through the Welland Canal during a series of years from 1885 to 1891, inclusive, and the amount of Tolls Collected thereon, is as follows:—

| Year.      | From<br>Canadian<br>Ports to<br>Canadian<br>Ports. | From<br>United States Ports<br>to<br>United States Ports. |       | From<br>United States Ports<br>to<br>Canadian Ports. |        | Total<br>Tons. | Amount<br>of<br>Tolls Paid.<br>—<br>Rate,<br>20 cents<br>a ton. |
|------------|--|---|-------|--|--------|----------------|---|
|            | Up.  | Up.   | Down. | Up.  | Down.  |                |   |
|            | Tons.  | Tons.   | Tons. | Tons.  | Tons.  |                | \$ cts.   |
| 1885.....  |  | 193,442   | 4,974 | 10,321   | 31,350 | 240,067        | 48,017 40   |
| 1886.....  |  | 184,564   | 5,400 | 22,187   | 49,724 | 261,875        | 52,375 00   |
| 1887.....  |  | 81,617  | 1,163 | 26,775   | 25,968 | 135,523        | 27,104 60   |
| 1888.....  |  | 172,381   | 878   | 17,365   | 27,183 | 217,907        | 43,561 40   |
| 1889.....  |  | 226,352   | 1,124 | 12,036   | 25,931 | 265,443        | 53,188 60   |
| 1890.....  | 80   | 116,616   | 615   | 17,280   | 22,781 | 202,372        | 36,222 30   |
| *1891..... |  | 185,190   | 1,382 | 17,374   | 20,698 | 224,644        | 44,928 20   |

NOTE.—Tolls on Soft Coal passed down the Welland Canal, during the Season of 1890, were reduced from 20 to 10 cents a ton, per O.C., 11th May, 1890, for the season of 1890 only, the rate for 1891 being 20 cents a ton for passage either eastward or westward.

THE Quantity of Coal passed down (or eastward) through the Welland Canal in Canadian and United States Vessels for the Years 1885 to 1891, is as follows:—

| Year.     | Quantity Carried<br>in<br>Canadian Vessels. |          | Quantity Carried<br>in<br>United States Vessels. |          | Total Quantity Carried<br>in Canadian and<br>United States Vessels. |           |
|-----------|---|----------|--|----------|---|-----------|
|           | Tons.                                       | Tolls.   | Tons.  | Tolls.   | Tons.   | Tolls.    |
|           |   | \$ cts.  |  | \$ cts.  |   | \$ cts.   |
| 1885..... | 17,764                                      | 3,552 80 | 18,560   | 3,712 00 | 36,324  | 7,264 80  |
| 1886..... | 43,477                                      | 8,695 40 | 11,647   | 2,329 40 | 55,124  | 11,024 80 |
| 1887..... | 25,023                                      | 5,004 60 | 2,208  | 421 60   | 27,131  | 5,426 20  |
| 1888..... | 23,853                                      | 4,770 60 | 4,208  | 841 60   | 28,061  | 5,612 20  |
| 1889..... | 24,679                                      | 4,935 80 | 2,376  | 475 20   | 27,055  | 5,411 00  |
| 1890..... | 22,781                                      | 2,365 60 | 615  | 61 50    | 23,396  | 2,427 10  |
| 1891..... | 20,546                                      | 4,109 20 | 3,851  | 670 20   | 24,397  | 4,879 40  |

T.—STATEMENT showing the Quantity of Coal passed through the whole length of the St. Lawrence Canals during the Seasons of 1885 to 1891, inclusive.

| Year.     | Quantity<br>passed up<br>Free of<br>Tolls. | Quantity<br>passed down<br>to<br>Montreal. | Total<br>Quantity<br>passed up<br>and down. | Amount<br>of Tolls on<br>Quantity<br>passed down<br>to<br>Montreal. |
|-----------|--|--|---|---|
|           | Tons.                                      | Tons.                                      | Tons.                                       | \$ cts.   |
| 1885..... | 5,085                                      | 122,829                                    | 127,864                                     | 18,424 35   |
| 1886..... | 3,301                                      | 118,802                                    | 122,103                                     | 17,820 70   |
| 1887..... | 7,579                                      | 121,618                                    | 129,197                                     | 18,242 70   |
| 1888..... | 8,341                                      | 123,050                                    | 131,391                                     | 18,423 90   |
| 1889..... | 5,360                                      | 124,290                                    | 129,650                                     | 18,604 90   |
| 1890..... | 6,538                                      | 135,168                                    | 141,706                                     | 20,275 20   |
| 1891..... | 7,951                                      | 141,701                                    | 149,652                                     | 21,255 15   |

U.—COMPARATIVE STATEMENT of the Quantity of Freight passed down the Welland Canal, showing the Quantity to Montreal, the Quantity to Canadian Ports between Port Dalhousie and Cornwall, and the Quantity to United States Ports, Oswego, Ogdensburg, &c., on the south side of Lake Ontario, for the Years 1883 to 1891, inclusive.

| Articles.   | Quantity passed<br>down to<br>Montreal. | Quantity passed<br>down to<br>Canadian Ports<br>between<br>Port Dalhousie<br>and<br>Cornwall. | Quantity passed<br>down to<br>United States<br>Ports. |
|---|---|---|---|
| 1883.   | Tons.                                   | Tons.   | Tons.   |
| Ashes, pot and pearl.....                             | 3                                       | 2   | .....   |
| Agricultural products, not enumerated, vegetable..... |   | 3   | 3   |
| do do animal.....                                     |   | 6   | .....   |
| Agricultural implements.....                          |   |   | 1   |
| Barley.....   |   |   | 736   |
| Coal.....   |   | 89,344  | 5,372   |
| Corn.....   | 109,191                                 | 6,815   | 66,128  |
| Crockery and earthenware.....                         |   |   | 1   |
| Fish.....   |   |   | 1   |
| Flour.....  | 5,089                                   |   | 2,041   |
| Furniture.....  | 6                                       | 8   | 25  |
| Glass.....  | 1                                       | 9   | .....   |
| Horses.....   |   |   | 6   |
| Hides and skins.....                                  | 77                                      | 26  | 60  |
| Iron, railway.....                                    |   |   | 142   |
| do all other.....                                     | 5                                       | 39  | 90  |
| Lard and lard oil.....                                | 6                                       | 1   | 5   |
| Meal, all kinds.....                                  | 1,188                                   | 138   | 8,579   |
| Meats, other than pork.....                           |   | 2   | 12  |
| Manilla.....  |   |   | 4   |
| Molasses.....   | 43                                      | 4   | 1   |
| Nails.....  |   |   | 51  |
| Oats.....   |   |   | 731   |
| Oil, in barrels.....                                  |   | 300   | 206   |
| Oil cake.....   |   |   | 1   |
| Pease.....  | 726                                     |   | .....   |
| Pork.....   | 212                                     | 13  | 163   |
| Paint.....  |   |   | 6   |
| Rags.....   |   |   | 271   |
| Rye.....  | 518                                     |   | .....   |
| Salt.....   |   |   | 8   |
| Stone, intended for cutting.....                      |   | 2,584   | 38  |
| do wrought.....                                       | 269                                     | 353   | 87  |
| Seeds, all kinds.....                                 | 2                                       |   | 662   |
| Steel.....  | 1                                       |   | .....   |
| Sugar.....  | 2                                       |   | .....   |
| Spirits, beer, &c.....                                | 35                                      | 98  | 156   |
| Tobacco, raw.....                                     |   | 5   | .....   |
| Tallow.....   |   | 2   | .....   |
| Wheat.....  | 76,379                                  | 3,835   | 54,282  |
| White lead.....                                       |   |   | 5   |
| Wool.....   |   |   | 95  |
| All other merchandise, not enumerated.....            | 52                                      | 109   | 665   |
| Barrels, empty.....                                   |   | 4   | .....   |
| Firewood, in vessels.....                             |   | 930   | .....   |
| Hoops.....  |   |   | 26  |
| Lumber, sawn, in vessels.....                         | 6,311                                   | 792   | 34,732  |
| Staves and headings, barrel.....                      |   | 31  | .....   |
| do pipe.....  | 2,024                                   | 2,738   | .....   |
| do West India.....                                    | 451                                     | 1,946   | .....   |
| Staves, salt barrel.....                              |   |   | 25  |
| Shingles.....   |   |   | 9   |
| Split posts and fence rails, in vessels.....          |   | 1   | .....   |
| Timber, square.....                                   | 2,604                                   | 74,329  | .....   |
| Woodenware and wood, partly manufactured.....         | 199                                     | 35  | 30  |
| Total.....  | 205,394                                 | 184,502   | 175,455   |

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

| Articles.  | Quantity passed<br>down<br>to Montreal. | Quantity passed<br>down to<br>Canadian Ports<br>between<br>Port Dalhousie<br>and<br>Cornwall. | Quantity passed<br>down to<br>United States<br>Ports. |
|--|---|---|---|
| 1884.  | Tons.                                   | Tons.   | Tons.   |
| Ashes, pot and pearl.....                                  | 36                                      | 10  | .....   |
| Agricultural products, not enumerated, vegetable           | .....                                   | 7   | .....   |
| do do animal.....  | .....                                   | 2   | .....   |
| Agricultural implements.....                               | .....                                   | 9   | .....   |
| Barley.....  | 38                                      | 52  | .....   |
| Coal.....  | .....                                   | 32,598  | 4,293   |
| Corn.....  | 55,552                                  | 9,552   | 53,707  |
| Cattle.....  | .....                                   | 1   | .....   |
| Fish.....  | .....                                   | 13  | .....   |
| Flour.....   | 9,659                                   | .....   | 1,715   |
| Furniture.....   | 10                                      | 17  | 16  |
| Glass, all kinds.....                                      | .....                                   | 10  | 1   |
| Hay, pressed.....  | .....                                   | .....   | 13  |
| Horses.....  | .....                                   | 2   | 6   |
| Hides, horns and hoofs.....                                | .....                                   | .....   | 73  |
| Iron, all other.....                                       | .....                                   | 8   | 40  |
| Kryolite and chemical ore, and other ore, except iron..... | .....                                   | 10  | .....   |
| Lard and lard oil.....                                     | .....                                   | 2   | 7   |
| Meal, all kinds.....                                       | .....                                   | 5   | 8,170   |
| Meats other than pork.....                                 | .....                                   | 28  | 4   |
| Marble.....  | .....                                   | .....   | 1   |
| Nails.....   | 1                                       | .....   | 26  |
| Oats.....  | 872                                     | .....   | 9,874   |
| Oil, in barrels.....                                       | 78                                      | 354   | 255   |
| Pease.....   | 433                                     | .....   | .....   |
| Pork.....  | 318                                     | .....   | .....   |
| Rye.....   | 477                                     | .....   | .....   |
| Salt.....  | .....                                   | 364   | .....   |
| Stone, intended for cutting.....                           | .....                                   | 2,069   | 15  |
| do wrought.....  | 317                                     | 190   | 7   |
| Seeds, all kinds.....                                      | .....                                   | 111   | 511   |
| Sheep.....   | .....                                   | .....   | 1   |
| Spirits, beer, &c.....                                     | .....                                   | 11  | 26  |
| Turpentine.....  | 1                                       | .....   | .....   |
| Wheat.....   | 84,822                                  | 2,549   | 40,975  |
| All other goods and merchandise not enumerated.....        | 37                                      | 104   | 480   |
| Barrels, empty.....  | 37                                      | 3   | 1   |
| Firewood, in vessels.....                                  | .....                                   | 930   | .....   |
| Lumber, sawn in vessels.....                               | 7,531                                   | 86  | 45,239  |
| Staves and headings, barrel.....                           | .....                                   | 22  | .....   |
| do pipe.....   | 200                                     | 487   | .....   |
| do West India.....   | 863                                     | 406   | .....   |
| Shingles.....  | .....                                   | 7   | 76  |
| Timber, square.....  | 7,365                                   | 50,414  | .....   |
| Woodenware and wood, partly manufactured.....              | 68                                      | 3   | 11  |
| Total.....   | 168,715                                 | 100,425   | 165,543   |

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

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

| Articles.   | Quantity passed<br>down to<br>Montreal. | Quantity passed<br>down to<br>Canadian Ports<br>between<br>Port Dalhousie<br>and<br>Cornwall. | Quantity passed<br>down to<br>United States<br>Ports. |
|---|---|---|---|
| 1885.   | Tons.                                   | Tons.   | Tons.   |
| Ashes, pot and pearl.....                             | 97                                      |   |   |
| Apples.....   | 513                                     |   |   |
| Agricultural products, not enumerated, vegetable..... | 1                                       |   |   |
| do do animal.....                                     | 2                                       |   |   |
| Barley.....   |   |   | 228   |
| Coal.....   |   | 31,350  | 4,974   |
| Corn.....   | 44,401                                  | 9,906   | 63,229  |
| Crockery and earthenware.....                         | 1                                       |   |   |
| Flour.....  | 2,874                                   |   | 124   |
| Furniture.....  | 5                                       | 11  |   |
| Horses.....   | 2                                       | 1   |   |
| Iron, pig.....  |   | 100   |   |
| do all other.....                                     | 7                                       |   |   |
| Iron ore.....   |   |   | 987   |
| Lard and lard oil.....                                |   | 2   |   |
| Meal, all kinds.....                                  | 16                                      |   |   |
| Oats.....   |   |   | 882   |
| Oil, in barrels.....                                  | 7                                       | 568   |   |
| Pease.....  | 11                                      |   |   |
| Paint.....  |   | 68  |   |
| Pork.....   | 30                                      |   |   |
| Salt.....   |   | 407   |   |
| Stone, for cutting.....                               |   | 3,749   |   |
| do wrought.....                                       |   | 8   |   |
| Seeds, all kinds.....                                 | 42                                      | 10  |   |
| Spirits, beer, &c.....                                |   | 25  |   |
| Tallow.....   | 2                                       | 4   |   |
| Wheat.....  | 52,157                                  | 2,003   | 53,235  |
| All other merchandise not enumerated.....             | 28                                      | 8   | 2   |
| Barrels, empty.....                                   | 128                                     | 8   |   |
| Firewood, in vessels.....                             |   | 540   |   |
| Lumber, sawn.....                                     | 19,945                                  | 6,774   | 49,561  |
| Staves and headings.....                              | 856                                     | 604   |   |
| Shingles.....   |   |   | 111   |
| Timber, square.....                                   | 11,767                                  | 69,616  |   |
| Woodenware.....                                       | 76                                      |   |   |
| Total.....  | 132,968                                 | 125,762   | 173,333   |

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

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

| Articles.   | Quantity passed<br>down to<br>Montreal. | Quantity passed<br>down to<br>Ontario Ports<br>between<br>Port Dalhousie<br>and<br>Cornwall. | Quantity passed<br>down to<br>United States<br>Ports. |
|---|---|--|---|
| 1886.   | Tons.                                   | Tons.  | Tons.   |
| Ashes, pot and pearl.....                             | 44                                      | 10   | 11  |
| Apples.....   | 49                                      |  |   |
| Agricultural products, not enumerated, vegetable..... |   | 1  | 1   |
| Bricks.....   |   |  | 41  |
| Cement and water lime.....                            |   |  | 26  |
| Coal.....   |   | 49,724   | 5,400   |
| Corn.....   | 118,517                                 | 8,871  | 93,503  |
| Flour.....  | 2,934                                   |  | 7,591   |
| Furniture.....  | 6                                       | 15   | 21  |
| Glass, all kinds.....                                 |   |  | 2   |
| Horses.....   | 1                                       |  | 1   |
| Hides and skins, &c.....                              |   |  | 414   |
| Iron, pig.....  |   | 617  | 43  |
| do all other.....                                     | 15                                      | 12   | 1   |
| Lard and lard oil.....                                | 22                                      | 9  | 13  |
| Meal, all kinds.....                                  | 125                                     | 18   | 13,201  |
| Meats, other than pork.....                           | 67                                      | 64   | 1   |
| Marble.....   |   | 2  |   |
| Molasses.....   | 28                                      | 7  |   |
| Nails.....  |   |  | 4   |
| Oats.....   |   | 41   | 4,790   |
| Oil.....  | 6                                       | 28   | 6   |
| Pease.....  | 608                                     |  |   |
| Pork.....   | 936                                     | 407  | 106   |
| Paint.....  | 1                                       | 1  |   |
| Rags.....   |   |  | 13  |
| Salt.....   |   | 29   | 1   |
| Stone for cutting.....                                |   | 4,314  |   |
| do wrought.....                                       |   | 103  | 38  |
| Seed, all kinds.....                                  | 33                                      | 3  | 236   |
| Sugar.....  |   |  | 3   |
| Spirits, beer, &c.....                                | 8                                       | 12   | 21  |
| Tobacco, raw.....                                     | 25                                      |  |   |
| Tallow.....   | 1                                       | 2  | 1   |
| Wheat.....  | 86,815                                  | 969  | 53,258  |
| Wool.....   |   |  | 1,125   |
| Merchandise, not enumerated.....                      | 100                                     | 46   | 793   |
| Barrels, empty.....                                   | 6                                       | 2  |   |
| Floats.....   |   | 20   |   |
| Lumber, sawn, in vessels.....                         | 18,707                                  | 7,546  | 53,124  |
| Masts, spars, &c.....                                 |   | 22   |   |
| Staves and headings, barrel.....                      |   | 57   |   |
| do do pipe.....                                       | 332                                     | 339  |   |
| do do West India.....                                 | 287                                     | 444  |   |
| Shingles.....   |   | 12   | 463   |
| Timber, square.....                                   | 16,740                                  | 44,335   |   |
| Woodenware, &c.....                                   | 101                                     | 45   | 2   |
| Total.....  | 244,514                                 | 118,127  | 234,254   |

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



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

| Articles.  | Quantity passed down to Montreal. | Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall. | Quantity passed down to United States Ports. |
|--|-----------------------------------|---|--|
| 1887.  | Tons.                             | Tons.   | Tons.  |
| Ashes, pot and pearl.....                            | 113                               |   |  |
| Apples.....  | 33                                |   |  |
| Agricultural Products not enumerated, vegetable..... |                                   |   | 2  |
| Agricultural Implements.....                         |                                   |   | 9  |
| Barley.....  |                                   |   | 1,709  |
| Coal.....  |                                   | 25,968  | 1,163  |
| Corn.....  | 24,609                            | 6,898   | 83,431                                       |
| Fish.....  |                                   |   | 2  |
| Flour.....   | 6,140                             |   | 11,780                                       |
| Furniture.....                                       | 9                                 | 9   | 24   |
| Horses.....  | 1                                 | 1   | 2  |
| Hides, skins, &c.....                                |                                   |   | 170  |
| Iron, pig.....                                       |                                   | 1,137   |  |
| do all other.....                                    |                                   | 7   |  |
| Lard and lard oil.....                               |                                   | 6   | 14   |
| Meal, all kinds.....                                 | 87                                | 42  | 10,726                                       |
| Meats, other than pork.....                          | 29                                | 15  | 18   |
| Nails.....   | 1                                 |   |  |
| Oats.....  |                                   |   | 12,050                                       |
| Oil.....   | 14                                | 190   | 8  |
| Oil cake.....  | 17                                |   |  |
| Pease.....   | 362                               |   |  |
| Pork.....  | 413                               | 86  | 108  |
| Stone, for cutting.....                              |                                   | 3,531   |  |
| do wrought.....                                      | 12                                | 543   |  |
| Seeds.....   |                                   | 4   | 44   |
| Sugar.....   | 15                                |   | 1  |
| Spirits.....   |                                   | 99  | 63   |
| Wheat.....   | 160,063                           | 4,940   | 37,678                                       |
| Wool.....  |                                   |   | 86   |
| All other merchandises, not enumerated.....          | 72                                | 123   | 468  |
| Barrels, empty.....                                  | 88                                |   | 24   |
| Lumber, sawn.....                                    | 7,001                             | 1,816   | 44,733                                       |
| Staves and headings, barrel.....                     |                                   | 27  |  |
| do pipe.....   | 184                               |   |  |
| do West India.....                                   | 131                               | 838   |  |
| Timber, square.....                                  | 14,390                            | 21,351  |  |
| Woodenware and wood partly manufactured.....         | 45                                | 1   | 2  |
| Total.....   | 213,834                           | 67,632  | 204,315                                      |

A refund of 18 cents per ton was allowed on wheat, corn, pease, barley and rye, passed down to Montreal, per O. C. 26th March, 1887.

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

| Articles.   | Quantity passed down to Montreal. | Quantity passed down to Canadian Ports, between Port Dalhousie and Cornwall. | Quantity passed down to United States Ports. |
|---|-----------------------------------|--|--|
| 1888.   | Tons.                             | Tons.  | Tons.  |
| Ashes, pot and pearl.....                           | 85                                | 45   | 2  |
| Apples.....   |                                   |  | 4  |
| Barley.....   |                                   |  | 878  |
| Cement and water lime.....                          |                                   | 27,183   | 102,974                                      |
| Coal.....   | 66,443                            | 25,469   | 1  |
| Corn.....   |                                   | 4  | 8,563  |
| Crockery and earthenware.....                       |                                   |  | 30   |
| Flour.....  | 3,865                             |  |  |
| Furniture.....                                      | 2                                 | 1  |  |
| Glass, all kinds.....                               | 3                                 | 2  |  |
| Hay, pressed.....                                   |                                   | 29   |  |
| Horses.....   | 2                                 |  |  |
| Hides and skins.....                                |                                   |  | 39   |
| Iron, pig.....                                      |                                   | 549  |  |
| do all other.....                                   | 418                               | 490  |  |
| Lard and lard oil.....                              | 54                                | 12   | 18   |
| Meal, all kinds.....                                | 100                               |  | 11,508                                       |
| Meats, other than pork.....                         | 39                                | 6  | 14   |
| Oats.....   |                                   |  | 26,510                                       |
| Oil.....  |                                   | 3  |  |
| Pease.....  |                                   | 54   |  |
| Pork.....   | 265                               | 61   | 19   |
| Rags.....   |                                   |  | 14   |
| Rye.....  |                                   | 632  | 179  |
| Stone, for cutting.....                             |                                   | 6,535  |  |
| do wrought.....                                     |                                   | 126  |  |
| Seeds, all kinds.....                               | 12                                | 1  | 48   |
| Steel.....  |                                   |  | 3  |
| Sugar.....  |                                   | 2  | 4  |
| Spirits.....  | 3                                 | 2  | 151  |
| Tallow.....   |                                   |  | 1  |
| Wheat.....  | 93,915                            | 14,365   | 39,999                                       |
| Wool.....   |                                   |  | 18   |
| All other goods and merchandise not enumerated..... | 105                               | 34   | 1,435  |
| Barrels, empty.....                                 | 40                                |  | 133  |
| Lumber, sawn.....                                   | 5,174                             | 4,515  | 45,818                                       |
| Staves and headings, barrel.....                    | 15                                | 7  |  |
| do pipe.....  | 124                               |  |  |
| do West Indies.....                                 | 1,623                             | 13   |  |
| do salt barrel.....                                 | 1                                 | 1  |  |
| Shingles.....                                       |                                   |  | 6  |
| Timber, square, in vessels.....                     | 11,586                            | 33,669   |  |
| Woodenware.....                                     | 25                                |  | 8  |
| Total.....  | 183,899                           | 113,801  | 238,467                                      |

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

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

| Articles.                        | Quantity passed<br>down to<br>Montreal. | Quantity passed<br>down to<br>Canadian Ports<br>between<br>Port Dalhousie<br>and<br>Cornwall. | Quantity passed<br>down to<br>United States<br>Ports. |
|----------------------------------|---|---|---|
| 1889.                            | Tons.                                   | Tons.   | Tons.   |
| Ashes, pot and pearl.....        | 107                                     | 5   |   |
| Coal.....                        |   | 25,931  | 1,124   |
| Corn.....                        | 195,350                                 | 11,200  | 147,045   |
| Crockery and earthenware.....    |   | 1   | 1   |
| Fish.....                        |   | 5   |   |
| Flour.....                       | 6,841                                   |   | 5,017   |
| Furniture.....                   |   | 4   | 30  |
| Horses.....                      | 2                                       |   | 1   |
| Iron, pig.....                   |   | 613   |   |
| do all other.....                |   |   | 520   |
| Lard and lard oil.....           |   | 5   | 19  |
| Meal, all kinds.....             | 148                                     |   | 17,224  |
| Meats other than pork.....       | 32                                      | 2   | 3   |
| Molasses.....                    |   |   | 88  |
| Oats.....                        | 320                                     |   | 27,492  |
| Oil, in barrels.....             | 4                                       | 2   |   |
| Oil cake.....                    | 798                                     |   |   |
| Potatoes.....                    |   |   | 1   |
| Pork.....                        | 1,220                                   | 114   | 21  |
| Rye.....                         | 1,284                                   | 634   |   |
| Salt.....                        |   | 316   |   |
| Stone, for cutting.....          |   | 6,784   |   |
| do wrought.....                  |   | 11  | 2   |
| do not suitable for cutting..... |   | 375   | 1,681   |
| Seeds, all kinds.....            | 3                                       |   | 151   |
| Spirits, beer, &c.....           | 20                                      | 8   | 190   |
| Tallow.....                      |   |   | 13  |
| Wheat.....                       | 70,815                                  | 7,241   | 39,229  |
| Wool.....                        |   |   | 452   |
| Merchandise.....                 | 193                                     | 129   | 1,591   |
| Barrels, empty.....              |   |   | 173   |
| Lumber, sawn.....                | 6,118                                   | 4,669   | 71,055  |
| Masts, spars, &c.....            |   | 220   |   |
| Railway ties.....                |   | 852   |   |
| Saw logs.....                    |   |   | 158   |
| Staves and headings, barrel..... |   | 4   |   |
| do pipe.....                     | 202                                     | 304   |   |
| do West India.....               | 68                                      | 559   |   |
| Shingles.....                    |   |   | 51  |
| Split posts, &c.....             |   | 17  |   |
| Timber, square.....              | 9,302                                   | 70,579  | 240   |
| Woodenware, &c.....              |   |   | 2   |
| Total.....                       | 292,827                                 | 130,584   | 313,574   |

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

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

| Articles.                       | Quantity.<br>passed down to<br>Montreal. | Quantity passed<br>down to<br>Canadian Ports<br>between<br>Port Dalhousie<br>and<br>Cornwall. | Quantity passed<br>down to<br>United States<br>Ports. |
|---------------------------------|--|---|---|
| 1890.                           | Tons.                                    | Tons.   | Tons.   |
| Ashes.....                      | 70                                       |   |   |
| All other products, animal..... | 14                                       |   |   |
| do vegetable.....               | 1  |   |   |
| Barley.....                     |  |   | 6,519   |
| Bricks.....                     |  |   | 4   |
| Coal.....                       |  | 22,781  | 615   |
| Corn.....                       | 134,966                                  | 11,584  | 180,842   |
| Fish.....                       | 49                                       |   |   |
| Flour.....                      | 3,065                                    |   | 9,204   |
| Furniture.....                  | 1  | 1   | 21  |
| Glasses, all kinds.....         | 1  |   |   |
| Horses.....                     | 3  |   | 1   |
| Iron, all other.....            |  |   | 1   |
| Kryolite.....                   |  | 1,280   | 1,620   |
| Lard and lard oil.....          |  | 5   | 30  |
| Meal.....                       | 222                                      |   | 20,482  |
| Meats.....                      |  |   | 15  |
| Oats.....                       | 479                                      | 73  | 27,080  |
| Oil, in barrels.....            | 6  |   |   |
| Oil cake.....                   | 2  |   |   |
| Paint.....                      |  |   | 3   |
| Pease.....                      |  |   | 14  |
| Pork.....                       | 221                                      | 19  | 88  |
| Potatoes.....                   |  |   | 1   |
| Rye.....                        | 1,120                                    | 1   |   |
| Salt.....                       |  | 701   |   |
| Stone, for cutting.....         |  | 5,761   |   |
| do wrought.....                 |  | 639   | 18  |
| Seeds, all kinds.....           | 2  |   | 135   |
| Spirits, &c.....                | 26                                       |   | 228   |
| Tallow.....                     | 54                                       |   |   |
| Wheat.....                      | 75,515                                   | 5,241   | 31,527  |
| White lead.....                 |  |   | 1   |
| Merchandise.....                | 142                                      | 32  | 1,822   |
| Barrels, empty.....             |  |   | 7   |
| Firewood, in vessels.....       |  | 1,396   |   |
| Lumber, sawn, in vessels.....   | 3,195                                    | 3,767   | 47,590  |
| do rafts.....                   | 384                                      |   |   |
| Staves and headings, pipe.....  |  | 187   |   |
| do West Indies.....             |  | 36  |   |
| Shingles.....                   |  |   | 14  |
| Square timber, in vessels.....  |  | 73,112  |   |
| do rafts.....                   |  | 17,683  |   |
| Woodenware.....                 | 1  |   | 1   |
| Corn..... 16,033                | 219,539                                  | 144,300   | 327,833   |
| Oats..... 400                   | 16,433                                   |   | *16,433   |
| Total.....                      | 235,972                                  | 144,300   | 311,400   |

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

A refund of 18 cents Welland Canal tolls was allowed on wheat, Indian corn, pease, barley, rye (and oats for export), when shipped for Montreal or some port east of that point per Order in Council 26th February and 5th May, 1890.

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

|                     | Quantity passed down to Canadian Ports :<br>Toronto,<br>Hamilton, King-<br>ston,<br>Cornwall, &c. | Quantity passed down to United States Ports :<br>Oswego, Ogdens-<br>burg, &c.,<br>on south side of<br>Lake Ontario. |
|---------------------|---|---|
| 1883.               | Tons.   | Tons.   |
| Grain.....          | 10,650  | 121,876   |
| Other Articles..... | 173,852   | 53,579  |
| Total.....          | 184,502   | 175,455   |
| 1884.               |   |   |
| Grain.....          | 12,153  | 104,556   |
| Other Articles..... | 88,272  | 60,987  |
| Total.....          | 100,425   | 165,543   |
| 1885.               |   |   |
| Grain.....          | 11,909  | 117,574   |
| Other Articles..... | 113,853   | 55,759  |
| Total.....          | 125,762   | 173,333   |
| 1886.               |   |   |
| Grain.....          | 9,881   | 151,561   |
| Other Articles..... | 108,246   | 82,703  |
| Total.....          | 118,127   | 234,264   |
| 1887.               |   |   |
| Grain.....          | 11,838  | 134,868   |
| Other Articles..... | 55,794  | 69,447  |
| Total.....          | 67,632  | 204,315   |
| 1888.               |   |   |
| Grain.....          | 25,599  | 169,664   |
| Other Articles..... | 73,281  | 68,808  |
| Total.....          | 98,880  | 238,467   |
| 1889.               |   |   |
| Grain.....          | 19,075  | 213,766   |
| Other Articles..... | 111,509   | 96,808  |
| Total.....          | 130,584   | 313,574   |
| 1890.               |   |   |
| Grain.....          | 16,899  | * 245,983   |
| Other Articles..... | 127,401   | 81,901  |
| Total.....          | 144,300   | 327,883   |
| 1891.               |   |   |
| Grain.....          | 6,805   | * 220,527   |
| Other Articles..... | 47,510  | 96,682  |
| Total.....          | 54,315  | 317,209   |

\* Of this quantity of grain 16,433 tons was transhipped to Montreal for 1890; and 17,817 tons for 1891.

COMPARATIVE Statement of the quantity of freight passed down the Welland Canal, showing the quantity to Montreal, the quantity to Canadian Ports between Port Dalhousie and Cornwall, and the quantity to United States Ports, Oswego, Ogdensburg, &c., on the south side of Lake Ontario, for the Year 1891.

| Articles.                          | Quantity<br>passed down to<br>Montreal. | Quantity passed<br>down to<br>Canadian Ports<br>between<br>Port Dalhousie<br>and<br>Cornwall. | Quantity passed<br>down to<br>United States<br>Ports. |
|------------------------------------|---|---|---|
| 1891.                              | Tons.                                   | Tons.   | Tons.   |
| Ashes.....                         | 40                                      |   |   |
| Agricultural products.....         | 2                                       |   | 42  |
| Barley.....                        |   |   | 8,113   |
| Corn.....                          | 52,539                                  | 5,144   | 127,494   |
| Coal.....                          |   | 20,698  | 1,382   |
| Flour.....                         | 3 324                                   |   | 6,802   |
| Fish.....                          |   |   | 1   |
| Furniture.....                     | 2                                       | 2   | 7   |
| Glass.....                         | 1                                       |   | 1   |
| Horses.....                        | 2                                       | 2   | 3   |
| Hay.....                           |   | 21  |   |
| Iron, pig.....                     | 371                                     | 128   |   |
| do all other.....                  |   | 1,036   | 10  |
| Lard and lard oil.....             | 100                                     | 16  | 10  |
| Meal, all kinds.....               | 67                                      |   | 26,096  |
| Meats, other than pork.....        |   | 1   | 2   |
| Molasses.....                      |   | 20  | 18  |
| Oats.....                          |   |   | 52,823  |
| Oil.....                           |   |   | 1   |
| Pease.....                         | 390                                     |   |   |
| Pork.....                          | 201                                     |   | 73  |
| Rags.....                          |   |   | 60  |
| Rye.....                           | 64,978                                  | 969   |   |
| Seeds, all kinds.....              | 2                                       |   | 256   |
| Salt.....                          |   | 1,861   | 494   |
| Stone for cutting.....             |   | 6,602   |   |
| do wrought.....                    |   | 7   |   |
| Tobacco.....                       | 1                                       |   |   |
| Tallow.....                        |   | 9   | 8   |
| Wheat.....                         | 159,785                                 | 692   | 32,097  |
| Staves, pipe.....                  |   | 8   |   |
| Whiskey and all other liquors..... | 105                                     | 57  | 167   |
| Wool.....                          |   |   | 1,237   |
| Merchandise.....                   | 278                                     | 6   | 1,779   |
| Kryolite.....                      |   | 1,098   | 1,773   |
| Lumber, in vessels.....            | 2,991                                   | 1,300   | 56,456  |
| do in rafts.....                   | 917                                     |   |   |
| Timber, square, in rafts.....      | 5,680                                   |   |   |
| Barrels.....                       |   | 14,638  | 4   |
|                                    | 291,776                                 | 54,315  | 317,209   |
| Corn.....                          | 12,169                                  |   |   |
| Wheat.....                         | 5,648                                   |   |   |
|                                    | 17,817                                  |   | *17,817   |
| Total.....                         | 309,593                                 | 54,315  | 299,392   |

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

A refund of 18 cents a ton Welland Canal tolls on wheat, Indian corn, pease, barley, rye and (for export) oats, originally shipped for Montreal or some port east of Montreal, per Order in Council 25th March, 1891.

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

## RECAPITULATION.

| Articles.           | Quantity passed to Montreal. | Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall. | Quantity passed down to United States Ports on the South Side of Lake Ontario. |
|---------------------|------------------------------|---|--|
| 1884.               | Tons.                        | Tons.   | Tons.  |
| Barley.....         | 38                           | 52  | .....  |
| Corn.....           | 55,552                       | 9,552   | 53,707   |
| Oats.....           | 872                          | .....   | 9,874  |
| Rye.....            | 477                          | .....   | .....  |
| Wheat.....          | 84,822                       | 2,549   | 40,975   |
| Total Grain.....    | 141,761                      | 12,153  | 104,556  |
| Other Articles..... | 26,954                       | 88,272  | 60,987   |
| Total.....          | 168,715                      | 100,425   | 165,543  |
| 1885.               |                              |   |  |
| Barley.....         | .....                        | .....   | 228  |
| Corn.....           | 44,401                       | 9,906   | 63,229   |
| Oats.....           | .....                        | .....   | 882  |
| Pease.....          | 11                           | .....   | .....  |
| Rye.....            | .....                        | .....   | .....  |
| Wheat.....          | 52,157                       | 2,003   | 53,235   |
| Total Grain.....    | 96,569                       | 11,909  | 117,574  |
| Other Articles..... | 36,399                       | 113,853   | 56,759   |
| Total.....          | 132,968                      | 125,762   | 173,333  |
| 1886.               |                              |   |  |
| Barley.....         | .....                        | .....   | .....  |
| Corn.....           | 116,517                      | 8,971   | 93,503   |
| Oats.....           | .....                        | 41  | 4,790  |
| Pease.....          | 608                          | .....   | .....  |
| Rye.....            | .....                        | .....   | .....  |
| Wheat.....          | 86,815                       | 969   | 53,258   |
| Total Grain.....    | 203,940                      | 9,881   | 151,551  |
| Other Articles..... | 40,574                       | 108,246   | 82,703   |
| Total.....          | 244,514                      | 118,127   | 234,254  |
| 1887.               |                              |   |  |
| Barley.....         | .....                        | .....   | 1,709  |
| Corn.....           | 24,609                       | 6,898   | 83,431   |
| *Oats.....          | .....                        | .....   | 12,060   |
| Pease.....          | 362                          | .....   | .....  |
| Rye.....            | .....                        | .....   | .....  |
| Wheat.....          | 160,063                      | 4,940   | 37,678   |
| Total Grain.....    | 185,034                      | 11,838  | 134,868  |
| Other Articles..... | 28,800                       | 55,794  | 69,447   |
| Total.....          | 213,834                      | 67,632  | 204,315  |

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

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

RECAPITULATION—*Concluded.*

| Articles.                                  | Quantity passed down to Montreal. | Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall. | Quantity passed down to United States Ports on the south side of Lake Ontario. |
|--|-----------------------------------|---|--|
| 1888.                                      | Tons.                             | Tons.   | Tons.  |
| Barley.....                                |                                   |   | 2  |
| Corn.....                                  | 66,443                            | 25,469  | 102,974  |
| Oats.....                                  |                                   |   | 26,510   |
| Pease.....                                 |                                   | 54  |  |
| Rye.....                                   |                                   | 632   | 179  |
| Wheat.....                                 | 93,915                            | 14,365  | 39,999   |
| Total Grain.....                           | 160,358                           | 40,520  | 169,664  |
| Other Articles..                           | 23,541                            | 73,281  | 68,803   |
| Total.....                                 | 183,899                           | 113,801   | 238,467  |
| 1889.                                      |                                   |   |  |
| Barley.....                                |                                   |   |  |
| Corn.....                                  | 195,350                           | 11,200  | 147,045  |
| Oats.....                                  | 320                               |   | 27,492   |
| Pease.....                                 |                                   |   |  |
| Rye.....                                   | 1,284                             | 634   |  |
| Wheat.....                                 | 70,815                            | 7,241   | 39,229   |
| Total Grain.....                           | 267,769                           | 19,075  | 213,766  |
| Other Articles..                           | 25,158                            | 111,509   | 99,808   |
| Total.....                                 | 292,927                           | 130,584   | 313,574  |
| 1890.                                      |                                   |   |  |
| Barley.....                                |                                   |   | 6,519  |
| Corn.....                                  | 150,999                           | 11,584  | 180,842  |
| Oats.....                                  | 879                               | 73  | 27,030   |
| Pease.....                                 |                                   |   | 14   |
| Rye.....                                   | 1,120                             | 1   |  |
| Wheat.....                                 | 75,515                            | 5,241   | 31,527   |
| Total Grain.....                           | 228,513                           | 16,899  | 245,932  |
| Other Articles..                           | 7,459                             | 127,401   | 81,901   |
| Total.....                                 | 235,972                           | 144,300   | 327,833  |
| 1891.                                      |                                   |   |  |
| Barley.....                                |                                   |   | 8,113  |
| Corn.....                                  | 52,539                            | 5,144   | 127,494  |
| Oats.....                                  |                                   |   | 52,823   |
| Pease.....                                 | 390                               |   |  |
| Rye.....                                   | 64,978                            | 969   |  |
| Wheat.....                                 | 159,785                           | 692   | 32,097   |
| Total Grain.....                           | 277,692                           | 6,805   | 220,527  |
| Transhipped at Ogdensburg to Montreal..... | + 17,817                          |   | — 17,817   |
| Total.....                                 | 295,509                           |   | 202,710  |
| Other Articles.....                        | 14,084                            | 47,510  | 96,682   |
| Grand Total.....                           | 309,593                           | 54,315  | 299,392  |

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

‡ Of this quantity of grain, 16,433 tons was transhipped at Ogdensburg to Montreal.



## CANAL

## COMPARATIVE Statement for Years ended

|                                | January. | February. | March.  | April.    | May.      |
|--------------------------------|----------|-----------|---------|-----------|-----------|
|                                | \$ cts.  | \$ cts.   | \$ cts. | \$ cts.   | \$ cts.   |
| Welland Canal, 1890.....       |          |           |         | 17,294 68 | 27,935 15 |
| do 1891.....                   | 205 00   |           |         | 6,519 99  | 28,972 97 |
| Increase.....                  | 205 00   |           |         |           | 1,037 82  |
| Decrease.....                  |          |           |         | 10,774 69 |           |
| St. Lawrence Canals, 1890..... | 52 60    |           |         | 667 03    | 8,103 19  |
| do 1891.....                   | 15 52    |           |         | 201 50    | 8,151 22  |
| Increase.....                  |          |           |         |           | 48 03     |
| Decrease.....                  | 37 08    |           |         | 465 53    |           |
| Chambly Canal, 1890.....       |          |           |         | 7 45      | 1,140 30  |
| do 1891.....                   |          |           |         |           | 3,310 07  |
| Increase.....                  |          |           |         |           | 2,169 77  |
| Decrease.....                  |          |           |         | 7 45      |           |
| Rideau Canal, 1890.....        | 2 00     |           |         |           | 896 86    |
| do 1891.....                   |          |           |         | 41 14     | 609 33    |
| Increase.....                  |          |           |         | 41 14     |           |
| Decrease.....                  | 2 00     |           |         |           | 287 03    |
| Ottawa Canals, 1890.....       |          |           |         | 570 00    | 8,676 26  |
| do 1891.....                   |          |           |         | 541 88    | 8,064 90  |
| Increase.....                  |          |           |         |           |           |
| Decrease.....                  |          |           |         | 28 12     | 611 36    |
| St. Peter's Canal, 1890.....   | 3 79     |           |         | 60 17     | 275 37    |
| do 1891.....                   |          |           |         | 28 89     | 154 70    |
| Increase.....                  |          |           |         |           |           |
| Decrease.....                  | 3 79     |           |         | 31 28     | 120 67    |
| Trent Canal, 1890.....         |          |           |         | 10 61     | 51 06     |
| do 1891.....                   |          |           |         | 2 70      | 71 53     |
| Increase.....                  |          |           |         |           | 20 47     |
| Decrease.....                  |          |           |         | 7 91      |           |
| Murray Canal, 1890.....        |          |           |         |           | 106 64    |
| do 1891.....                   |          |           |         | 13 52     | 54 86     |
| Increase.....                  |          |           |         | 13 52     |           |
| Decrease.....                  |          |           |         |           | 51 79     |
| Total Increase.....            | 162 13   |           |         |           | 2,205 24  |
| Total Decrease.....            |          |           |         | 11,260 32 |           |

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

Amount refunded on account of reduction of tolls on grain through Welland and St. Lawrence Canals, 1891, \$49,834.98; actual revenue, \$300,516.99.

## REVENUE.

31st December, 1890, and 1891.

| June.                    | July.     | August.   | September. | October.  | November. | December. | Total.     |
|--------------------------|-----------|-----------|------------|-----------|-----------|-----------|------------|
| \$ cts.                  | \$ cts.   | \$ cts.   | \$ cts.    | \$ cts.   | \$ cts.   | \$ cts.   | \$ cts.    |
| 25,323 04                | 29,219 82 | 25,407 30 | 27,792 97  | 21,998 15 | 19,682 69 | 15 12     | 194,668 92 |
| 28,772 52                | 25,662 27 | 31,879 90 | 33,200 17  | 29,979 75 | 14,234 57 | 976 16    | 200,403 30 |
| 3,449 48                 | 3,567 55  | 6,472 60  | 5,407 20   | 7,981 60  | 5,448 12  | 961 04    | 5,734 38   |
| 10,541 08                | 12,570 66 | 14,050 70 | 12,741 35  | 11,611 53 | 6,882 11  | 70 41     | 77,290 66  |
| 13,629 48                | 15,732 89 | 12,600 99 | 10,688 44  | 10,892 53 | 8,640 03  | 101 37    | 80,653 97  |
| 3,088 40                 | 3,162 23  | 1,449 71  | 2,062 91   | 719 00    | 1,757 92  | 30 96     | 3,363 31   |
| 3,186 29                 | 2,422 48  | 2,843 64  | 3,533 65   | 3,423 79  | 1,627 15  |           | 18,184 75  |
| 3,026 21                 | 3,176 19  | 2,746 49  | 2,180 91   | 3,197 81  | 1,897 20  |           | 19,534 88  |
| 160 08                   | 753 71    | 97 15     | 1,352 74   | 225 98    | 270 05    |           | 1,350 13   |
| 1,039 30                 | 1,229 55  | 934 90    | 886 50     | 868 18    | 430 82    | 1 16      | 6,288 77   |
| 1,151 39                 | 1,145 24  | 966 88    | 819 04     | 901 42    | 508 61    | 2 84      | 6,145 89   |
| 112 09                   | 84 31     | 31 98     | 67 46      | 33 24     | 77 79     | 1 68      | 142 88     |
| 7,402 31                 | 8,939 14  | 7,131 95  | 5,397 41   | 6,072 30  | 4,962 99  |           | 48,252 36  |
| 6,938 18                 | 6,896 19  | 5,422 33  | 4,598 07   | 4,649 97  | 3,343 87  | 1 00      | 40,458 39  |
| 464 13                   | 2,040 95  | 1,709 62  | 799 34     | 1,422 33  | 719 12    | 1 00      | 7,793 97   |
| 170 40                   | 203 26    | 203 18    | 440 84     | 301 75    | 217 51    | 43 65     | 1,919 92   |
| 112 98                   | 192 35    | 111 36    | 286 05     | 438 40    | 383 37    | 163 66    | 1,781 76   |
| 57 42                    | 100 91    | 91 82     | 154 79     | 136 65    | 165 86    | 120 01    | 138 16     |
| 110 34                   | 124 96    | 132 90    | 123 45     | 113 62    | 42 00     |           | 708 94     |
| 119 95                   | 129 86    | 139 60    | 125 24     | 95 05     | 19 80     |           | 703 73     |
| 9 61                     | 4 90      | 6 70      | 1 79       | 18 57     | 22 20     |           | 5 21       |
| 131 57                   | 107 93    | 152 86    | 84 52      | 77 17     | 46 34     | 38 16     | 745 19     |
| 135 67                   | 146 09    | 178 74    | 63 85      | 46 05     | 31 28     |           | 670 05     |
| 4 10                     | 38 16     | 25 88     | 20 67      | 31 12     | 15 06     | 38 16     | 75 14      |
| 5,962 05                 | 1,824 72  | 3,188 86  | 961 08     | 5,734 49  | 3,932 88  | 1,076 53  | 2,292 46   |
| Total for Year 1890..... |           |           |            |           |           |           | 348,059 51 |
| Total for Year 1891..... |           |           |            |           |           |           | 350,351 97 |

COMPARATIVE STATEMENT showing the Quantities of Vegetable Food and Lumber passed through Canals during the Years ended 31st December, 1890 and 1891.

|                            | VEGETABLE FOOD. |         |         |         |        |        |              | Lumber. | Total.  |
|----------------------------|-----------------|---------|---------|---------|--------|--------|--------------|---------|---------|
|                            | Flour.          | Wheat.  | Corn.   | Barley. | Oats.  | Rye.   | * All other. |         |         |
|                            | Tons.           | Tons.   | Tons.   | Tons.   | Tons.  | Tons.  | Tons.        | Tons.   | Tons.   |
| Welland Canal, 1890.       | 14,509          | 118,002 | 327,394 | 10,830  | 27,728 | 1,549  | 20,876       | 60,398  | 581,296 |
| do 1891.                   | 13,517          | 196,668 | 186,180 | 8,113   | 52,959 | 65,888 | 28,042       | 64,887  | 617,244 |
| Increase.                  |                 | 80,666  |         |         | 25,231 | 64,339 | 7,166        | 4,489   | 35,958  |
| Decrease.                  | 992             |         | 142,214 | 2,717   |        |        |              |         |         |
| St. Lawrence Canals, 1890. | 6,865           | 101,420 | 161,720 | 1,569   | 4,597  | 4,376  | 31,448       | 43,437  | 355,342 |
| do 1891.                   | 8,123           | 190,843 | 67,603  | 17,606  | 8,923  | 66,917 | 42,730       | 48,322  | 451,067 |
| Increase.                  | 1,258           | 89,423  |         | 16,037  | 4,416  | 62,541 | 11,282       | 4,885   | 95,725  |
| Decrease.                  |                 |         | 94,117  |         |        |        |              |         |         |
| Chambly Canal, 1890.       | 207             | 45      | 7       | 496     | 632    |        | 562          | 83,183  | 85,132  |
| do 1891.                   | 228             |         |         | 842     | 1,239  |        | 2,474        | 97,561  | 102,844 |
| Increase.                  | 21              | 45      |         | 346     | 607    |        | 1,912        | 14,378  | 17,212  |
| Decrease.                  |                 |         | 7       |         |        |        |              |         |         |
| Rideau Canal, 1890.        | 487             | 191     | 35      | 101     | 91     | 107    | 342          | 38,651  | 40,005  |
| do 1891.                   | 680             | 290     | 22      | 373     | 124    | 170    | 437          | 38,524  | 40,630  |
| Increase.                  | 203             | 99      |         | 272     | 33     | 63     | 95           |         | 625     |
| Decrease.                  |                 |         | 13      |         |        |        |              | 127     |         |
| Ottawa Canals, 1890.       | 19              | 44      |         | 119     | 1,378  | 20     | 2,139        | 531,076 | 534,795 |
| do 1891.                   | 112             | 18      |         | 150     | 1,638  |        | 3,275        | 424,116 | 428,709 |

|                                |       |         |                      |        |         |        |         |           |
|--------------------------------|-------|---------|----------------------|--------|---------|--------|---------|-----------|
| Increase.....                  | 98    | 26      | 31                   | 340    | 20      | 1,136  | 106,960 | 106,086   |
| Decrease.....                  |       |         |                      |        |         |        |         |           |
| St Peter's Canal, 1890         | 1,623 |         |                      |        |         |        | 2,567   | 4,196     |
| do 1891                        | 1,299 |         |                      |        |         |        | 2,827   | 4,128     |
| Increase.....                  |       |         |                      |        |         |        |         |           |
| Decrease.....                  | 330   |         |                      |        |         |        | 260     | 70        |
| Newcastle District Canal, 1890 | 43    |         |                      |        |         |        |         | 390       |
| do 1891                        | 25    |         |                      |        |         |        | 347     | 819       |
| Increase.....                  |       |         |                      |        |         |        |         |           |
| Decrease.....                  | 18    |         |                      |        |         |        | 447     | 429       |
| Murray Canal, 1890             | 60    | 384     | 1,070                |        | 454     | 1,092  | 621     | 3,681     |
| do 1891                        | 14    | 816     | 756                  | 17     | 527     | 519    | 834     | 3,486     |
| Increase.....                  |       |         |                      |        |         |        |         |           |
| Decrease.....                  | 46    | 432     | 314                  | 17     | 73      | 573    | 213     | 196       |
| Total Increase.....            | 180   | 170,539 | 13,655               | 29,964 | 126,986 | 21,018 | 82,415  | 43,598    |
| Total Decrease.....            |       |         |                      |        |         |        |         |           |
|                                |       | 235,848 |                      |        |         |        |         |           |
|                                |       |         | Total for year 1890. |        |         |        |         | 1,604,827 |
|                                |       |         | Total for year 1891. |        |         |        |         | 1,648,425 |

\*Comprises apples, meals, pease and potatoes.

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

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, 1st March, 1892.

## SUPPLEMENTARY APPENDIX A.

No. (A) 6.—GENERAL STATEMENT showing the Quantity of each Article transported on the Welland Canal, and the Amount of Revenue collected during the Season of Navigation in 1891.

| Articles.   | From Canadian to Canadian Ports. |       | From Canadian to United States Ports. |       | From United States to United States Ports. |         | From United States to Canadian Ports. |        | Tons.   |         | Total Tons. | Amount of Tolls, Up. | Amount of Tolls, Down. | Total Amount of Tolls. |
|---|----------------------------------|-------|---------------------------------------|-------|--|---------|---------------------------------------|--------|---------|---------|-------------|----------------------|------------------------|------------------------|
|   | Up.                              | Down. | Up.                                   | Down. | Up.  | Down.   | Up.                                   | Down.  | Up.     | Down.   |             |                      |                        |                        |
| Ashes, Pot and Pearl.                             |                                  |       |                                       |       |  |         |                                       |        |         |         |             | \$ cts.              | \$ cts.                | \$ cts.                |
| Apples.   |                                  | 5     |                                       |       |  |         |                                       |        |         |         | 40          |                      |                        | 8 00                   |
| Agricultural Products, not enumerated, Vegetable. |                                  | 1,101 | 103                                   |       | 19   |         |                                       | 35     | 122     | 1,101   | 1,223       | 6 43                 | 27 55                  | 33 98                  |
| Agricultural Products, not enumerated, Animal.    |                                  |       |                                       |       |  |         |                                       |        |         |         | 444         |                      | 28 80                  | 28 80                  |
| Agricultural Implements.                          |                                  |       |                                       |       |  |         |                                       |        |         |         |             |                      |                        |                        |
| Barley  | 18                               |       |                                       |       |  |         |                                       |        |         |         |             |                      |                        |                        |
| Bricks  |                                  |       |                                       |       |  |         |                                       |        |         |         |             |                      |                        |                        |
| Bones.  |                                  |       | 31                                    |       |  |         |                                       |        |         |         |             |                      |                        |                        |
| Brimstone   |                                  |       |                                       |       |  |         |                                       |        |         |         |             |                      |                        |                        |
| Cement and Water Lime                             |                                  |       |                                       | 5     | 413  |         |                                       |        | 413     | 5       |             | 9 90                 | 0 53                   | 62 83                  |
| Clay, Lime and Sand                               | 70                               |       |                                       |       |  |         |                                       |        | 70      |         |             | 5 25                 |                        | 5 25                   |
| Coal  |                                  |       | 3                                     |       | 185,190                                    | 1,382   | 17,374                                | 20,688 | 202,564 | 22,080  | 224,044     | 40,512 20            | 4,416 00               | 44,928 20              |
| Corn.   |                                  |       |                                       |       | 185,190                                    | 127,494 | 57,683                                |        | 3       | 185,177 | 185,180     | 0 45                 | 87,035 40              | 87,085 85              |
| Cattle  | 1                                |       |                                       |       |  |         |                                       |        | 1       |         |             | 0 02                 |                        | 0 02                   |
| Cotton (Raw).                                     |                                  |       |                                       |       |  |         |                                       |        |         |         |             |                      |                        |                        |
| Crockery and Earthenware.                         | 5                                |       |                                       |       |  |         |                                       |        | 5       |         |             | 0 10                 |                        | 0 10                   |
| Dye Wood and Dye Stuffs.                          |                                  |       |                                       |       |  |         |                                       |        |         |         |             |                      |                        |                        |
| Fish.   | 35                               |       | 35                                    |       | 234  |         |                                       |        | 304     | 1       | 305         | 40 36                | 0 20                   | 40 56                  |
| Flax and Hemp                                     |                                  |       |                                       |       |  |         |                                       |        |         |         |             |                      |                        |                        |
| Flour.  |                                  | 4,524 |                                       |       |  | 6,802   | 2,191                                 |        |         | 13,517  | 13,517      |                      | 1,911 76               | 1,911 76               |
| Furniture.  |                                  | 1     | 9                                     |       | 2  | 7       | 4                                     |        | 11      | 12      | 23          | 1 65                 | 2 23                   | 3 88                   |
| Gypsum.   |                                  |       |                                       |       |  |         |                                       |        |         |         |             |                      |                        |                        |
| Glass, all kinds.                                 | 1                                |       |                                       |       |  |         |                                       |        |         |         |             |                      |                        |                        |
| Hay, pressed                                      | 100                              | 21    | 29                                    |       |  |         |                                       |        | 30      | 2       | 32          | 4 37                 | 0 40                   | 4 77                   |
| Rops  |                                  |       |                                       |       |  |         |                                       |        | 100     | 21      | 121         | 15 00                | 4 20                   | 19 20                  |
| Horses  |                                  |       |                                       |       |  |         |                                       |        |         |         |             |                      |                        |                        |
| Hides and Skins, Horns and Hoofs.                 | 50                               | 7     | 2                                     |       | 1  | 3       |                                       | 4      | 53      | 14      | 67          | 1 45                 | 1 57                   | 3 02                   |
| Ice   |                                  |       |                                       |       |  |         |                                       |        |         |         |             |                      |                        |                        |
|   |                                  |       | 350                                   |       | 87   | 800     |                                       |        | 87      |         | 87          | 13 05                |                        | 13 05                  |
|   |                                  |       |                                       |       |  |         |                                       |        | 1,150   |         | 1,150       | 57 50                |                        | 57 50                  |



No. (A) 6.—GENERAL STATEMENT showing the Quantity of each Article transported, &amp;c.—Continued.

| Articles.  | From Canadian to Canadian Ports. |        | From Canadian to United States Ports. |        | From United States to United States Ports. |         | From United States to Canadian Ports. |         | Tons.   |         | Total Tons. | Amount of Tolls, Up. | Amount of Tolls, Down. | Total Amount of Tolls. |
|--|----------------------------------|--------|---------------------------------------|--------|--|---------|---------------------------------------|---------|---------|---------|-------------|----------------------|------------------------|------------------------|
|  | Up.                              | Down.  | Up.                                   | Down.  | Up.  | Down.   | Up.                                   | Down.   | Up.     | Down.   |             | \$ cts.              | \$ cts.                | \$ cts.                |
| Hop Poles.....   |                                  | 2,482  | 1,641                                 | 11,002 |  | 45,504  |                                       | 4,248   | 1,641   | 63,236  | 64,877      | 285 87               | 11,249 66              | 11,545 03              |
| Lumber, sawn, in Vessels.....  |                                  |        |                                       |        |  |         |                                       |         |         |         |             |                      |                        |                        |
| do Rafts.....  |                                  |        |                                       |        |  |         |                                       |         |         |         |             |                      |                        |                        |
| Masts, Spars and Telegraph Poles, in Vessels.....                    |                                  |        |                                       |        |  |         |                                       |         |         |         |             |                      |                        |                        |
| Masts, Spars and Telegraph Poles, in Rafts.....                      |                                  | 63     |                                       | 264    |  |         |                                       |         |         |         |             |                      |                        |                        |
| Railway Ties, in Vessels.....  |                                  |        |                                       | 1,462  |  |         |                                       |         | 343     | 3,423   | 3,766       | 19 82                | 141 05                 | 180 87                 |
| do Rafts.....  | 343                              | 1,961  |                                       |        |  |         |                                       | 8       |         | 155     | 155         |                      | 12 40                  | 12 40                  |
| Saw Logs.....  |                                  | 155    |                                       |        |  |         |                                       |         |         | 8       | 8           |                      | 1 50                   | 1 50                   |
| Staves and Headings, Barrel do West India.....                       |                                  |        |                                       |        |  |         |                                       |         |         |         |             |                      |                        |                        |
| Staves, Salt Barrel.....   |                                  | 19     |                                       |        |  |         |                                       |         |         | 19      | 19          |                      | 7 81                   | 7 81                   |
| Shingles.....  |                                  |        |                                       |        |  |         |                                       |         |         |         |             |                      |                        |                        |
| Split Posts and Fence Rails, in Vessels.....                         |                                  |        |                                       |        |  |         |                                       |         |         |         |             |                      |                        |                        |
| Split Posts and Fence Rails, in Rafts.....                           |                                  | 2,116  |                                       |        |  |         |                                       | 18,238  |         | 20,354  | 20,354      |                      | 3,049 94               | 3,049 94               |
| Timber, Square, in Vessels.....                                      |                                  | 17     |                                       |        |  |         |                                       |         | 245     | 17      | 262         | 14 18                | 2 36                   | 16 49                  |
| do Rafts.....  | 245                              |        |                                       |        |  |         |                                       |         |         |         |             |                      |                        |                        |
| Traverses.....   |                                  |        |                                       |        |  |         |                                       |         |         |         |             |                      |                        |                        |
| Woodenware and Wood partly manufactured.....                         |                                  |        |                                       |        | 11   |         |                                       |         | 11      |         | 11          | 4 40                 |                        | 4 40                   |
| Total Freight paying Tolls.....                                      | 6,453                            | 58,170 | 4,203                                 | 13,963 | 247,543                                    | 306,257 | 17,409                                | 306,022 | 275,608 | 684,412 | 960,090     | 50,457 41            | 131,027 27             | 181,484 68             |
| Articles having paid full Tolls on the St. Lawrence Canal, Free..... |                                  |        |                                       |        |  |         |                                       |         |         |         |             |                      |                        |                        |
| Ashes, Pot and Pearl.....  |                                  |        |                                       |        |  |         |                                       |         |         |         |             |                      |                        |                        |
| Agricultural Products not enumerated, Vegetable.....                 |                                  |        | 31                                    |        |  |         |                                       |         | 31      |         | 31          |                      |                        |                        |
|  |                                  |        | 52                                    |        |  |         |                                       |         | 52      |         | 52          |                      |                        |                        |

[illegible]

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

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, 1st March, 1892.







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

| Articles.   | From Canadian to Canadian Ports. |        | From Canadian to United States Ports. |        | From United States to United States Ports. |         | From United States to Canadian Ports. |         | Tons.   |         | Total Tons. | Amount of Tolls, Up. | Amount of Tolls, Down. | Total Amount of Tolls. |
|---|----------------------------------|--------|---------------------------------------|--------|--|---------|---------------------------------------|---------|---------|---------|-------------|----------------------|------------------------|------------------------|
|   | Up.                              | Down.  | Up.                                   | Down.  | Up.  | Down.   | Up.                                   | Down.   | Up.     | Down.   |             |                      |                        |                        |
| Hoops   |                                  |        |                                       |        |  |         |                                       |         |         |         |             | \$ cts.              | \$ cts.                | \$ cts.                |
| Hop Poles   |                                  |        |                                       |        |  |         |                                       |         |         |         |             |                      |                        |                        |
| Lumber, sawn, in Vessels  |                                  | 960    |                                       |        |  |         |                                       |         |         |         | 63,305      | 295 37               | 11,091 15              | 11,386 52              |
| " " Rafts   |                                  |        |                                       |        |  |         |                                       |         |         |         |             |                      |                        |                        |
| Masts, Spars and Telegraph Poles, in Vessels                              |                                  |        | 1,641                                 | 10,952 |  |         | 4,248                                 | 61,664  |         |         |             |                      |                        |                        |
| Masts, Spars and Telegraph Poles, in Rafts                                |                                  |        |                                       |        |  |         |                                       |         |         |         |             |                      |                        |                        |
| Railway Ties, in Vessels  |                                  |        |                                       |        |  |         |                                       |         |         |         |             |                      |                        |                        |
| " " Rafts   |                                  |        |                                       |        |  |         |                                       |         |         |         |             |                      |                        |                        |
| Saw Logs  |                                  |        |                                       |        |  |         |                                       |         |         |         |             |                      |                        |                        |
| Staves and Headings, barrel pipe  |                                  |        |                                       |        |  |         |                                       |         |         |         | 8           |                      | 1 50                   | 1 50                   |
| " " W India   |                                  |        |                                       |        |  |         |                                       |         |         |         |             |                      |                        |                        |
| Staves, Salt Barrel   |                                  |        |                                       |        |  |         |                                       |         |         |         |             |                      |                        |                        |
| Shingles  |                                  |        |                                       |        |  |         |                                       |         |         |         |             |                      |                        |                        |
| Split Posts and Fence Rails, in Vessels                                   |                                  |        |                                       |        |  |         |                                       |         |         |         |             |                      |                        |                        |
| Split Posts and Fence Rails, in Rafts                                     |                                  |        |                                       |        |  |         |                                       |         |         |         |             |                      |                        |                        |
| Timber, Square, in Vessels  |                                  | 2,080  |                                       |        |  |         | 18,238                                | 20,318  |         |         | 20,318      |                      | 3,046 56               | 3,046 56               |
| " " Rafts   |                                  |        |                                       |        |  |         |                                       |         |         |         |             |                      |                        |                        |
| Traverses   |                                  |        |                                       |        |  |         |                                       |         |         |         |             |                      |                        |                        |
| Woodenware and Wood partly manufactured                                   |                                  |        |                                       |        | 11   |         |                                       |         | 11      |         | 11          | 4 40                 |                        | 4 40                   |
| Total Freight paying Tolls  | 690                              | 38,892 | 3,357                                 | 10,952 | 247,543                                    | 306,257 | 17,368                                | 305,596 | 268,948 | 661,687 | 930,636     | 50,271 40            | 129,647 94             | 179,919 34             |
| <i>Articles having paid full Tolls on the St. Lawrence Canals, Free —</i> |                                  |        |                                       |        |  |         |                                       |         |         |         |             |                      |                        |                        |
| Ashes, Pot and Pearl  |                                  |        | 31                                    |        |  |         |                                       |         | 31      |         | 31          |                      |                        |                        |
| Agricultural Produce, not enumerated, Vegetable                           |                                  |        | 52                                    |        |  |         |                                       |         | 52      |         | 52          |                      |                        |                        |



SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 8.—GENERAL STATEMENT, showing the Quantity of each Article of Way Freight transported on the Welland Canal and the Amount of Tolls collected during the Season of Navigation in 1891.

| Articles.   | From Canadian to Canadian Ports. |       | From Canadian to United States Ports. |       | From United States to United States Ports. |       | From United States to Canadian Ports. |       | Tons. |       | Total Tons. | Amount of Tolls, Up. | Amount of Tolls, Down. | Total Amount of Tolls. |
|---|----------------------------------|-------|---------------------------------------|-------|--|-------|---------------------------------------|-------|-------|-------|-------------|----------------------|------------------------|------------------------|
|   | Up.                              | Down. | Up.                                   | Down. | Up.  | Down. | Up.                                   | Down. | Up.   | Down. |             |                      |                        |                        |
| Ashea, Pot and Pearl.....                             |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                      |                        | \$ cts.                |
| Apples.....   |                                  | 1,101 | 91                                    |       |  |       |                                       |       | 91    | 1,101 | 1,192       | 1 78                 | 27 55                  | 29 33                  |
| Agricultural Products, not enumerated, Vegetable..... |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                      |                        |                        |
| Agricultural Products, not enumerated, Animal.....    |                                  |       |                                       | 400   |  |       |                                       |       |       |       | 400         |                      | 20 00                  | 20 00                  |
| Agricultural Implements.....                          |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                      |                        |                        |
| Barley.....   | 14                               |       |                                       |       |  |       |                                       |       | 14    |       | 14          | 0 27                 |                        | 0 27                   |
| Bricks.....   |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                      |                        |                        |
| Bones.....  |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                      |                        |                        |
| Brimstone.....  |                                  |       |                                       | 5     |  |       |                                       |       |       | 5     | 5           | 5 25                 | 0 63                   | 0 63                   |
| Cement and Water Lime.....                            |                                  |       |                                       |       |  |       |                                       |       | 70    |       | 70          | 5 25                 |                        | 5 25                   |
| Clay, Lime and Sand.....                              | 70                               |       |                                       |       |  |       | 6                                     |       | 6     |       | 6           | 0 60                 |                        | 0 60                   |
| Coal.....   |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                      |                        |                        |
| Corn.....   | 1                                |       |                                       |       |  |       |                                       |       | 1     |       | 1           | 0 02                 |                        | 0 02                   |
| Cattle.....   |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                      |                        |                        |
| Cotton, Raw.....                                      | 5                                |       |                                       |       |  |       |                                       |       | 5     |       | 5           | 0 10                 |                        | 0 10                   |
| Crockery and Earthenware.....                         |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                      |                        |                        |
| Dye Wood and Dye Stuffs.....                          | 35                               |       | 35                                    |       |  |       |                                       |       | 70    |       | 70          | 5 26                 |                        | 5 26                   |
| Fish.....   |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                      |                        |                        |
| Flax and Hemp.....                                    |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                      |                        |                        |
| Flour.....  |                                  | 4,524 |                                       |       |  |       |                                       |       | 4,524 | 4,524 | 4,524       |                      | 113 16                 | 113 16                 |
| Furniture.....  |                                  | 1     |                                       |       |  |       |                                       |       | 1     | 1     | 1           |                      | 0 03                   | 0 03                   |
| Gypsum.....   |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                      |                        |                        |
| Glass (all kinds).....                                | 1                                |       |                                       |       |  |       |                                       |       | 1     |       | 1           | 0 02                 |                        | 0 02                   |
| Hay, Pressed.....                                     |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                      |                        |                        |
| Hogs.....   |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                      |                        |                        |
| Horses.....   |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                      |                        |                        |
| Hides and Skins, Horns and Hoofs.....                 | 50                               | 7     |                                       |       |  |       |                                       |       | 50    | 7     | 57          | 1 00                 | 0 17                   | 1 17                   |

[illegible]

No. (A) 8—GENERAL STATEMENT showing the Quantity of each Article of Way Freight, &c.—Concluded.

| Articles.   | From Canadian to Canadian Ports. |        | From Canadian to United States Ports. |       | From United States to United States Ports. |       | From United States to Canadian Ports. |       | Tons. |        | Total Tons. | Amount of Tolls, Up. | Amount of Tolls, Down. | Total Amount of Tolls. |
|---|----------------------------------|--------|---------------------------------------|-------|--|-------|---------------------------------------|-------|-------|--------|-------------|----------------------|------------------------|------------------------|
|   | Up.                              | Down.  | Up.                                   | Down. | Up.  | Down. | Up.                                   | Down. | Up.   | Down.  |             |                      |                        |                        |
| Fire Wood, in Vessels.....                            | 1,434                            | 7,032  |                                       |       |  |       |                                       |       | 2,154 | 7,032  | 9,186       | 60 33                | 347 11                 | 407 44                 |
| do Rafts.....   |                                  |        |                                       |       |  |       |                                       |       |       |        |             |                      |                        |                        |
| Hoops.....  |                                  |        |                                       |       |  |       |                                       |       |       |        |             |                      |                        |                        |
| Hop Poles.....  |                                  |        |                                       |       |  |       |                                       |       |       |        |             |                      |                        |                        |
| Lumber, sawn, in Vessels.....                         |                                  | 1,522  |                                       |       |  |       |                                       |       |       |        |             |                      |                        |                        |
| do Rafts.....   |                                  |        |                                       |       |  |       |                                       |       |       |        |             |                      |                        |                        |
| Masts, Spars and Telegraph Poles in Vessels.....      |                                  |        |                                       |       |  |       |                                       |       |       |        |             |                      |                        |                        |
| Masts, Spars and Telegraph Poles, in Rafts.....       |                                  |        |                                       |       |  |       |                                       |       |       |        |             |                      |                        |                        |
| Railway Ties, in Vessels.....                         |                                  | 63     |                                       |       |  |       |                                       |       |       |        |             |                      |                        |                        |
| do Rafts.....   |                                  |        |                                       |       |  |       |                                       |       |       |        |             |                      |                        |                        |
| Saw Logs.....   | 343                              | 1,961  |                                       |       |  |       |                                       |       | 343   | 3,423  | 3,766       | 19 82                | 141 06                 | 160 87                 |
| Staves and Headings, Barrel.....                      |                                  | 185    |                                       |       |  |       |                                       |       |       | 155    | 155         |                      | 12 40                  | 12 40                  |
| do do.....  |                                  |        |                                       |       |  |       |                                       |       |       |        |             |                      |                        |                        |
| do W India.....                                       |                                  |        |                                       |       |  |       |                                       |       |       |        |             |                      |                        |                        |
| Staves, salt barrel.....                              |                                  | 19     |                                       |       |  |       |                                       |       |       | 19     | 19          |                      | 7 81                   | 7 81                   |
| Shingles.....   |                                  |        |                                       |       |  |       |                                       |       |       |        |             |                      |                        |                        |
| Split Posts and Fence Rails, in Vessels.....          |                                  |        |                                       |       |  |       |                                       |       |       |        |             |                      |                        |                        |
| Split Posts and Fence Rails, in Rafts.....            |                                  |        |                                       |       |  |       |                                       |       |       |        |             |                      |                        |                        |
| Timber, Square, in Vessels.....                       | 36                               |        |                                       |       |  |       |                                       |       | 36    |        | 36          |                      | 3 38                   | 3 38                   |
| do Rafts.....   | 245                              | 17     |                                       |       |  |       |                                       |       | 245   | 17     | 262         | 14 13                | 2 36                   | 16 49                  |
| Traverses.....  |                                  |        |                                       |       |  |       |                                       |       |       |        |             |                      |                        |                        |
| Woodenware and Wood partly manufactured.....          |                                  |        |                                       |       |  |       |                                       |       |       |        |             |                      |                        |                        |
| Total Freight paying Tolls.....                       | 5,773                            | 19,278 |                                       |       |  |       | 41                                    | 436   | 6,660 | 22,725 | 29,385      | 186 01               | 1,379 33               | 1,565 34               |
| Timber passed free from Welland to Port Robinson..... |                                  | 389    |                                       |       |  |       |                                       |       |       | 389    | 389         |                      |                        |                        |
| Grand Total Freight.....                              | 5,773                            | 19,667 |                                       |       |  |       | 41                                    | 436   | 6,660 | 23,114 | 29,774      |                      |                        |                        |

|                                  |         |          |          |
|----------------------------------|---------|----------|----------|
| Total Way Tolls on Vessels ..... | 436 99  | 350 98   | 787 97   |
| do Passengers .....              | 141 72  | 157 14   | 298 86   |
| do Free Goods .....              | \$17 76 |          |          |
| Total Way Tolls .....            | 764 72  | 1,887 45 | 2,652 17 |

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

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, 1st March, 1892.



## SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 9.—GENERAL STATEMENT showing the Quantity of each Article transported on the St. Lawrence Canals, and the Amount of Revenue collected during the Season of Navigation in 1891.

| Articles.   | From Canadian to Canadian Ports. |        | From Canadian to United States Ports. |       | From United States to United States Ports. |       | From United States to Canadian Ports. |       | Tons.  |         | Total Tons. | Amount of Tolls, Up. | Amount of Tolls, Down. | Total Amount of Tolls. |
|---|----------------------------------|--------|---------------------------------------|-------|--|-------|---------------------------------------|-------|--------|---------|-------------|----------------------|------------------------|------------------------|
|   | Up.                              | Down.  | Up.                                   | Down. | Up.  | Down. | Up.                                   | Down. | Up.    | Down.   |             |                      |                        |                        |
| Ashes, Pot and Pearl.....                             | 8                                | 67     |                                       |       |  |       |                                       |       | 45     | 67      | 112         | 8 07                 | 13 40                  | \$ cts. 21 47          |
| Apples.....   | 47                               | 5,035  | 31                                    |       | 6  |       |                                       |       | 53     | 5,035   | 5,088       | 4 64                 | 721 45                 | 726 09                 |
| Agricultural Products, not enumerated, Vegetable..... | 297                              | 278    | 52                                    |       |  |       |                                       |       | 349    | 278     | 627         | 48 41                | 40 70                  | 89 11                  |
| Agricultural Products, not enumerated, Animal.....    | 58                               | 895    |                                       |       |  |       | 20                                    |       | 78     | 895     | 973         | 6 26                 | 131 20                 | 137 46                 |
| Agricultural Implements.....                          | 81                               | 6      |                                       |       |  |       |                                       |       | 81     | 6       | 87          | 12 19                | 0 95                   | 13 14                  |
| Barley.....   | 220                              | 17,386 |                                       |       |  |       |                                       |       | 220    | 17,386  | 17,606      | 4 40                 | 347 94                 | 352 34                 |
| Bricks.....   | 13,091                           | 6      | 391                                   |       |  |       | 222                                   |       | 13,704 | 6       | 13,710      | 573 93               | 0 23                   | 574 16                 |
| Bones.....  | 1                                | 135    |                                       |       |  |       | 13                                    |       | 14     | 135     | 149         | 0 53                 | 17 85                  | 18 38                  |
| Brimstone.....  | 150                              |        |                                       |       |  |       | 9                                     |       | 159    |         | 159         | 14 98                |                        | 14 98                  |
| Cement and Water Lime.....                            | 3,124                            | 20     | 1,463                                 |       | 2  |       |                                       |       | 4,587  | 22      | 4,609       | 646 64               | 0 93                   | 647 57                 |
| Clay, Lime and Sand.....                              | 19,383                           | 9,299  | 206                                   |       | 1,040                                      |       | 3,371                                 |       | 22,960 | 9,299   | 32,259      | 883 17               | 624 72                 | 1,517 89               |
| Coal.....   |                                  | 43,814 |                                       | 62    |  |       |                                       |       |        | 164,100 | 164,100     |                      | 22,780 77              | 22,780 77              |
| Corn.....   | 4                                | 98     |                                       |       | 68   |       | 4                                     |       | 4      | 12,335  | 12,339      | 0 40                 | 1,830 95               | 1,831 35               |
| Cattle.....   | 35                               | 367    |                                       |       |  |       | 35                                    |       | 35     | 367     | 402         | 1 88                 | 27 71                  | 29 59                  |
| Cotton, Raw.....                                      | 2                                |        |                                       |       |  |       | 2                                     |       | 2      |         | 2           | 0 30                 | 0 30                   | 0 30                   |
| Crockery and Earthenware.....                         | 187                              | 26     | 251                                   |       |  |       | 438                                   |       | 438    | 26      | 464         | 85 47                | 5 05                   | 90 52                  |
| Dye Wood and Dye Stuffs.....                          | 49                               | 13     |                                       |       |  |       | 87                                    |       | 87     | 13      | 100         | 5 80                 | 2 60                   | 8 40                   |
| Fish.....   | 290                              | 41     | 7                                     |       |  |       | 287                                   |       | 287    | 41      | 328         | 28 39                | 2 88                   | 31 27                  |
| Flax and Hemp.....                                    | 2                                |        |                                       |       |  |       | 2                                     |       | 2      |         | 2           |                      |                        | 0 19                   |
| Flour.....  | 693                              | 3,992  |                                       |       | 7  | 107   | 700                                   |       | 700    | 4,099   | 4,799       | 49 57                | 605 52                 | 655 09                 |
| Furniture.....  | 316                              | 696    | 1                                     |       |  |       | 317                                   |       | 317    | 696     | 1,013       | 38 44                | 123 19                 | 161 63                 |
| Gypsum.....   | 1,531                            | 187    |                                       |       |  |       | 1,531                                 |       | 1,531  | 187     | 1,718       | 21 59                | 7 06                   | 28 65                  |
| Glass, all kinds.....                                 | 352                              | 82     | 30                                    |       |  |       | 382                                   |       | 382    | 82      | 464         | 74 90                | 12 20                  | 87 10                  |
| Hay, Pressed.....                                     | 999                              | 557    | 35                                    |       | 8  |       | 1,042                                 |       | 1,042  | 557     | 1,599       | 52 85                | 33 64                  | 86 49                  |
| Hogs.....   |                                  | 27     |                                       |       |  |       |                                       |       |        | 27      | 27          |                      | 4 05                   | 4 05                   |
| Horses.....   | 124                              | 266    |                                       |       |  |       | 124                                   |       | 124    | 266     | 390         | 8 18                 | 18 36                  | 26 54                  |
| Hides and Skins, Horns and Hoofs.....                 | 2                                | 31     |                                       |       |  |       | 2                                     |       | 2      | 31      | 33          | 0 09                 | 4 43                   | 4 52                   |
| Ice.....  |                                  |        |                                       |       |  |       |                                       |       |        |         |             |                      |                        |                        |



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

| Articles.  | From Canadian to Canadian Ports. |         | From Canadian to United States Ports. |       | From United States to United States Ports. |       | From United States to Canadian Ports. |         | Tons.   |         | Total Tons. | Amount of Tolls, Up. | Amount of Tolls, Down. | Total Amount of Tolls. |
|--|----------------------------------|---------|---------------------------------------|-------|--|-------|---------------------------------------|---------|---------|---------|-------------|----------------------|------------------------|------------------------|
|  | Up.                              | Down.   | Up.                                   | Down. | Up.  | Down. | Up.                                   | Down.   | Up.     | Down.   |             |                      |                        |                        |
| Firewood, in rafts.  |                                  |         |                                       |       |  |       |                                       |         |         |         |             | \$                   | cts.                   | \$                     |
| Hoops  |                                  |         |                                       |       |  |       |                                       |         |         |         |             |                      |                        |                        |
| Hop poles  |                                  |         |                                       |       |  |       |                                       |         |         |         |             |                      |                        |                        |
| Lumber, sawn, in vessels.                                  | 27,383                           | 15,586  | 1,025                                 | 416   |  |       |                                       |         | 28,408  | 16,002  | 44,410      | 1,032                | 485                    | 1,518                  |
| do in rafts  |                                  | 4       |                                       |       |  |       |                                       |         |         | 4       |             |                      | 0                      | 0                      |
| Masts, spars and telegraph poles, in vessels.              |                                  |         |                                       |       |  |       |                                       |         |         |         |             |                      |                        |                        |
| Masts, spars and telegraph poles, in rafts.                |                                  | 20,986  |                                       |       |  |       |                                       |         | 715     | 30      | 20,986      | 14                   | 524                    | 524                    |
| 103 Railway ties, in vessels                               | 715                              | 30      |                                       |       |  |       |                                       |         |         |         | 745         | 28                   | 0                      | 14                     |
| do in rafts  |                                  |         |                                       |       |  |       |                                       |         | 197     | 15,401  | 15,598      | 4                    | 351                    | 355                    |
| Saw logs.  | 197                              | 15,401  |                                       |       |  |       |                                       |         |         |         |             |                      |                        | 94                     |
| Staves and headings, barrel.                               |                                  |         |                                       |       |  |       |                                       |         |         |         |             |                      |                        |                        |
| do do  |                                  |         |                                       |       |  |       |                                       |         |         |         |             |                      |                        |                        |
| do do W India.   |                                  |         |                                       |       |  |       |                                       |         |         |         |             |                      |                        |                        |
| Staves, salt barrel.                                       |                                  | 9       |                                       |       |  |       |                                       |         |         | 9       |             |                      | 0                      | 0                      |
| Shingles   | 10                               | 6       |                                       |       |  |       |                                       |         | 10      | 6       | 16          | 2                    | 17                     | 3                      |
| Split posts and fence rails, in vessels.                   |                                  |         |                                       |       |  |       |                                       |         |         |         |             |                      |                        |                        |
| Split posts and fence rails, in rafts                      | 250                              | 1,933   |                                       |       |  |       |                                       |         | 250     | 1,933   | 2,183       | 3                    | 33                     | 36                     |
| Timber, square, in vessels.                                | 3,422                            | 3,348   |                                       |       |  |       |                                       |         | 3,422   | 3,348   | 6,770       | 85                   | 70                     | 169                    |
| do in rafts.   |                                  | 10,280  |                                       |       |  |       |                                       |         |         | 10,280  | 10,280      |                      | 26                     | 75                     |
| Traverses.   |                                  |         |                                       |       |  |       |                                       |         |         |         |             |                      |                        |                        |
| Woodenware and wood partly manufactured.                   | 29                               | 7       |                                       |       |  |       |                                       |         | 29      | 7       | 36          | 11                   | 0                      | 12                     |
| Total Freight paying Tolls.                                | 131,622                          | 252,036 | 10,625                                | 1,545 | 637  | 1,701 | 9,008                                 | 137,013 | 151,892 | 392,295 | 544,187     | 10,603               | 74                     | 43,513                 |
| Free articles having paid full tolls on the Welland Canal. |                                  |         |                                       |       |  |       |                                       |         |         |         |             |                      |                        | 60                     |
| All other products, vegetable.                             |                                  | 2       |                                       |       |  |       |                                       | 2       |         | 2       |             |                      |                        |                        |
| Ashes  |                                  | 38      |                                       |       |  |       |                                       |         |         | 40      |             |                      |                        |                        |

[illegible]

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, 1st March, 1892.

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

## SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 10.—GENERAL STATEMENT showing the Quantity of each Article of Through Freight transported on the St. Lawrence Canals, and the Amount of Tolls collected during the Season of Navigation in 1891.

| Articles.   | From Canadian to Canadian Ports. |        | From Canadian to United States Ports. |       | From United States to Canadian Ports. |       | Tons. |         | Total Tons. | Amount of Tolls, Up. |           | Amount of Tolls, Down. | Total Amount of Tolls. |
|---|----------------------------------|--------|---------------------------------------|-------|---------------------------------------|-------|-------|---------|-------------|----------------------|-----------|------------------------|------------------------|
|   | Up.                              | Down.  | Up.                                   | Down. | Up.                                   | Down. | Up.   | Down.   |             | \$ cts.              | \$ cts.   |                        | \$ cts.                |
| Ashes, Pot and Pearl.....                             | 3                                | 67     | 31                                    |       |                                       |       | 34    | 67      | 101         | 6 80                 | 13 40     | 20 20                  | 20 20                  |
| Apples.....   |                                  | 4,726  |                                       |       |                                       |       |       | 4,726   | 4,726       |                      | 708 90    | 708 90                 | 708 90                 |
| Agricultural Products, not enumerated, Vegetable..... | 286                              | 267    | 52                                    |       |                                       |       | 288   | 267     | 555         | 43 20                | 40 05     | 83 25                  | 83 25                  |
| Agricultural Products, not enumerated, Animal.....    | 5                                | 863    |                                       |       |                                       |       | 5     | 863     | 868         | 0 75                 | 127 95    | 128 70                 | 128 70                 |
| Agricultural Implements.....                          |                                  | 4      |                                       |       |                                       |       |       | 4       | 4           |                      | 0 80      | 0 80                   | 0 80                   |
| Barley.....   |                                  | 8,871  |                                       |       |                                       |       |       | 8,871   | 8,871       |                      | 177 42    | 177 42                 | 177 42                 |
| Bricks.....   | 43                               | 384    | 76                                    |       |                                       |       | 513   | 384     | 513         | 76 95                | 15 45     | 76 95                  | 76 95                  |
| Bones.....  |                                  | 103    |                                       |       |                                       |       |       | 103     | 103         |                      |           | 15 45                  | 15 45                  |
| Brinstone.....  |                                  |        |                                       |       |                                       |       |       |         |             |                      |           |                        |                        |
| Cement and Water Lime.....                            | 2,250                            |        | 1,463                                 |       |                                       |       | 3,713 |         | 3,713       | 556 95               |           | 556 95                 | 556 95                 |
| Clay, Lime and Sand.....                              | 60                               | 2,452  | 206                                   |       |                                       |       | 266   | 2,452   | 2,718       | 39 90                |           | 397 80                 | 407 70                 |
| Coal.....   |                                  | 40,901 |                                       |       |                                       |       |       | 141,701 | 141,701     |                      | 21,255 15 | 21,255 15              | 21,255 15              |
| Corn.....   |                                  | 84     |                                       |       |                                       |       |       | 12,253  | 12,253      |                      | 1,827 46  | 1,827 46               | 1,827 46               |
| Cattle.....   |                                  | 14     |                                       |       |                                       |       |       | 14      | 14          |                      | 2 10      | 2 10                   | 2 10                   |
| Cotton, Raw.....                                      | 2                                |        |                                       |       |                                       |       | 2     |         | 2           | 0 30                 |           | 0 30                   | 0 30                   |
| Crockery and Earthenware.....                         | 106                              | 25     | 251                                   |       |                                       |       | 357   | 25      | 382         | 71 40                | 6 00      | 76 40                  | 76 40                  |
| Dye Wood and Dye Stuffs.....                          | 5                                | 13     |                                       |       |                                       |       | 18    | 13      | 31          | 1 00                 | 2 60      | 3 60                   | 3 60                   |
| Fish.....   | 97                               |        | 7                                     |       |                                       |       | 104   |         | 104         | 15 60                |           | 15 60                  | 15 60                  |
| Flax and Hemp.....                                    |                                  | 1      |                                       |       |                                       |       | 1     |         | 1           | 0 15                 |           | 0 15                   | 0 15                   |
| Floor.....  |                                  | 3,980  |                                       |       |                                       |       |       | 3,980   | 3,980       |                      | 597 00    | 597 00                 | 597 00                 |
| Furniture.....  | 86                               | 590    | 1                                     |       |                                       |       | 87    | 590     | 677         | 17 40                | 116 00    | 133 40                 | 133 40                 |
| Gypsum.....   |                                  |        |                                       |       |                                       |       |       |         |             |                      |           |                        |                        |
| Glass, all kinds.....                                 | 284                              | 52     | 30                                    |       |                                       |       | 314   | 52      | 366         | 62 40                | 10 40     | 73 20                  | 73 20                  |
| Hay, Pressed.....                                     | 100                              |        |                                       |       |                                       |       | 100   |         | 100         | 15 00                |           | 15 00                  | 15 00                  |
| Hogs.....   |                                  | 27     |                                       |       |                                       |       |       | 27      | 27          |                      | 4 05      | 4 05                   | 4 05                   |
| Horses.....   | 10                               | 35     |                                       |       |                                       |       | 10    | 35      | 45          | 1 50                 | 5 25      | 6 75                   | 6 75                   |
| Hides and Skins, Horns and Hoofs.....                 |                                  |        |                                       |       |                                       |       |       |         |             |                      |           |                        |                        |
| Ice.....  |                                  | 29     |                                       |       |                                       |       |       | 29      | 29          |                      | 4 35      | 4 35                   | 4 35                   |

|  |       |        |  |  |  |       |        |        |        |        |          |
|--|-------|--------|--|--|--|-------|--------|--------|--------|--------|----------|
| Iron, Railway.....                                       | 3,118 | 1      |  |  |  | 3,118 | 1      | 3,119  | 467 70 | 0 15   | 467 85   |
| do Pig.....  | 3,226 |        |  |  |  | 3,338 |        | 3,338  | 500 70 |        | 500 70   |
| do all other.....  | 1,437 | 20     |  |  |  | 1,915 | 20     | 1,935  | 287 25 | 3 00   | 290 25   |
| Iron Ore.....  |       |        |  |  |  |       |        |        |        |        |          |
| Kryolite chemical ore and<br>other ore, except iron..... |       | 2,065  |  |  |  |       | 2,065  | 2,065  |        | 103 25 | 103 25   |
| Lard and lard oil.....                                   | 28    | 111    |  |  |  | 28    | 111    | 139    | 4 20   | 16 65  | 20 85    |
| Meal, all kinds.....                                     | 18    | 1      |  |  |  | 18    | 1      | 19     | 2 70   | 0 15   | 2 85     |
| Meats, other than pork.....                              | 5     |        |  |  |  | 6     |        | 6      | 0 90   |        | 0 90     |
| Marble.....  | 13    |        |  |  |  | 13    |        | 13     | 2 60   |        | 2 60     |
| Manilla.....   |       |        |  |  |  |       |        |        |        |        |          |
| Molasses.....  | 109   |        |  |  |  | 109   |        | 109    | 21 80  |        | 21 80    |
| Nails.....   | 1,606 | 8      |  |  |  | 1,969 | 8      | 1,977  | 393 80 | 1 60   | 395 40   |
| Oats.....  | 357   | 140    |  |  |  | 422   | 140    | 512    | 84 40  | 2 93   | 2 93     |
| Oil, in barrels.....                                     |       | 90     |  |  |  |       | 90     |        |        | 18 00  | 102 40   |
| Oil Cake.....  |       |        |  |  |  |       |        |        |        |        |          |
| Pease.....   |       | 10,367 |  |  |  |       | 10,367 | 10,367 |        | 215 01 | 215 01   |
| Potatoes.....  | 9     | 8      |  |  |  | 9     | 8      | 17     | 1 35   | 1 20   | 2 55     |
| Pork.....  | 10    | 78     |  |  |  | 10    | 78     | 88     | 1 50   | 11 70  | 12 20    |
| Paint.....   | 224   | 63     |  |  |  | 280   | 63     | 343    | 56 00  | 12 60  | 68 60    |
| Pitch and tar.....                                       | 23    | 7      |  |  |  | 45    | 7      | 52     | 9 00   | 1 40   | 10 40    |
| Rags.....  | 1     | 170    |  |  |  | 1     | 170    | 171    | 0 20   | 34 00  | 34 20    |
| Rye.....   |       | 833    |  |  |  |       | 833    | 833    |        | 16 92  | 16 92    |
| Rosin.....   | 1     |        |  |  |  | 1     |        | 1      | 0 20   | 0 20   | 0 20     |
| Salt.....  | 2,138 |        |  |  |  | 6,135 |        | 6,135  | 920 25 | 210 90 | 920 25   |
| Stone intended for cutting.....                          |       | 1,406  |  |  |  |       | 1,406  | 1,406  |        |        |          |
| do wrought.....  | 3     |        |  |  |  | 3     |        | 3      | 0 60   |        | 0 60     |
| do not suitable for cutting, unwrought.....              |       |        |  |  |  |       |        |        |        |        |          |
| Seeds, all kinds.....                                    |       | 100    |  |  |  |       | 100    | 100    |        | 8 40   | 8 40     |
| Sheep.....   |       | 229    |  |  |  |       | 229    | 230    | 0 15   | 34 35  | 34 50    |
| Soda ash.....  | 964   |        |  |  |  | 714   |        | 714    | 142 80 |        | 142 80   |
| Steel.....   | 555   | 23     |  |  |  | 578   |        | 578    | 86 70  |        | 86 70    |
| Sugar.....   | 1,839 | 1      |  |  |  | 2,279 | 1      | 2,279  | 455 60 | 0 20   | 455 80   |
| Spirits, beer, &c.....                                   | 177   | 510    |  |  |  | 458   | 510    | 968    | 91 60  | 102 00 | 193 60   |
| Tobacco, raw.....  | 1     | 3      |  |  |  | 13    | 3      | 4      | 0 15   | 0 45   | 0 60     |
| Tallow.....  | 13    |        |  |  |  | 13    |        | 13     | 1 95   |        | 1 95     |
| Tin.....   | 392   | 2      |  |  |  | 415   | 2      | 417    | 83 00  | 0 40   | 83 40    |
| Turpentine.....  | 4     |        |  |  |  | 4     |        | 4      | 0 80   |        | 0 80     |
| Wheat.....   |       | 5,943  |  |  |  |       | 11,591 | 11,591 |        | 965 06 | 965 06   |
| White lead.....  | 97    | 3      |  |  |  | 100   |        | 100    | 20 00  |        | 20 00    |
| Whiting.....   | 249   | 50     |  |  |  | 299   |        | 299    | 59 80  |        | 59 80    |
| Wool.....  | 9     | 2      |  |  |  | 11    | 2      | 13     | 1 65   | 0 30   | 1 95     |
| All other goods and merchandise not enumerated.....      | 3,169 | 1,641  |  |  |  | 4,016 | 1,641  | 5,657  | 830 20 | 328 20 | 1,131 40 |
| Bark.....  |       |        |  |  |  |       |        |        |        |        |          |
| Barrels, empty.....                                      | 165   | 17     |  |  |  | 166   | 17     | 183    | 31 18  | 2 26   | 33 44    |
| Boat knees.....  |       |        |  |  |  |       |        |        |        |        |          |
| Floats.....  |       |        |  |  |  |       |        |        |        |        |          |
| Firewood, in vessels.....                                |       | 987    |  |  |  |       | 987    | 987    |        | 65 80  | 65 80    |

No. (A) 10.—GENERAL STATEMENT showing the Quantity of each Article of Through Freight transported, &c.—*Concluded.*

| Articles.  | From Canadian to Canadian Ports. |        | From Canadian to United States Ports. |       | From United States to United States Ports. |       | From United States to Canadian Ports. |       | Tons.  |         | Total Tons. | Amount of Tolls, Up. | Amount of Tolls, Down. | Total Amount of Tolls. |
|--|----------------------------------|--------|---------------------------------------|-------|--|-------|---------------------------------------|-------|--------|---------|-------------|----------------------|------------------------|------------------------|
|  | Up.                              | Down.  | Up.                                   | Down. | Up.  | Down. | Up.                                   | Down. | Up.    | Down.   |             | \$                   | \$                     | \$                     |
| do rafts   |                                  |        |                                       |       |  |       |                                       |       |        |         |             |                      |                        |                        |
| Hoops  |                                  |        |                                       |       |  |       |                                       |       |        |         |             |                      |                        |                        |
| Hop poles.   |                                  |        |                                       |       |  |       |                                       |       |        |         |             |                      |                        |                        |
| Lumber, sawn, in vessels.                                  | 243                              | 843    |                                       |       |  |       |                                       |       | 243    | 843     | 1,086       | 21 75                | 80 25                  | 102 00                 |
| do rafts.  |                                  |        |                                       |       |  |       |                                       |       |        |         |             |                      |                        |                        |
| Masts, spars and telegraph poles, in vessels.              |                                  |        |                                       |       |  |       |                                       |       |        |         |             |                      |                        |                        |
| Masts, spars and telegraph poles, in rafts.                |                                  |        |                                       |       |  |       |                                       |       |        |         |             |                      |                        |                        |
| Railway ties, in vessels                                   |                                  |        |                                       |       |  |       |                                       |       |        |         |             |                      |                        |                        |
| do rafts   |                                  |        |                                       |       |  |       |                                       |       |        |         |             |                      |                        |                        |
| Saw logs   |                                  |        |                                       |       |  |       |                                       |       |        |         |             |                      |                        |                        |
| Staves and headings, barrel                                |                                  |        |                                       |       |  |       |                                       |       |        |         |             |                      |                        |                        |
| do pipe.   |                                  |        |                                       |       |  |       |                                       |       |        |         |             |                      |                        |                        |
| do W. India  |                                  |        |                                       |       |  |       |                                       |       |        |         |             |                      |                        |                        |
| Staves, salt barrel.                                       |                                  |        |                                       |       |  |       |                                       |       |        |         |             |                      |                        |                        |
| Shingles.  |                                  |        |                                       |       |  |       |                                       |       |        |         |             |                      |                        |                        |
| Split posts and fence rails, in vessels                    |                                  |        |                                       |       |  |       |                                       |       |        |         |             |                      |                        |                        |
| Split posts and fence rails, in rafts.                     |                                  |        |                                       |       |  |       |                                       |       |        |         |             |                      |                        |                        |
| Timber, square, in vessels.                                |                                  |        |                                       |       |  |       |                                       |       |        |         |             |                      |                        |                        |
| do rafts   |                                  |        |                                       |       |  |       |                                       |       |        |         |             |                      |                        |                        |
| Traverses  |                                  |        |                                       |       |  |       |                                       |       |        |         |             |                      |                        |                        |
| Woodenware and wood partly manufactured                    | 29                               |        |                                       |       |  |       |                                       |       | 29     |         | 29          | 11 60                |                        | 11 60                  |
| Total Freight paying Tolls.                                | 22,920                           | 88,729 | 9,549                                 |       | 76   |       | 118,617                               |       | 32,545 | 207,346 | 239,891     | 5,476 78             | 27,519 48              | 32,996 26              |
| Free Articles having Paid Full Tolls on the Welland Canal— |                                  |        |                                       |       |  |       |                                       |       |        |         |             |                      |                        |                        |
| Agricultural products, vegetable.                          |                                  |        |                                       |       |  |       |                                       |       |        | 2       | 2           |                      |                        |                        |

|  |         |         |         |          |          |          |           |           |        |
|--|---------|---------|---------|----------|----------|----------|-----------|-----------|--------|
| Ashes.....   | 38      | 52,539  | 3,324   | 2        | 1        | 1        | 1         | 2         | 40     |
| Corn.....  | 52,539  | 3,324   | 2       | 1        | 1        | 1        | 1         | 2         | 52,539 |
| Flour.....   | 3,324   | 2       | 1       | 1        | 1        | 1        | 1         | 2         | 3,324  |
| Furniture.....   | 2       | 1       | 1       | 1        | 1        | 1        | 1         | 2         | 2      |
| Glass.....   | 1       | 1       | 1       | 1        | 1        | 1        | 1         | 2         | 1      |
| Horses.....  | 371     | 100     | 100     | 100      | 100      | 100      | 100       | 100       | 371    |
| Iron, pig.....   | 100     | 100     | 100     | 100      | 100      | 100      | 100       | 100       | 100    |
| Lard and lard oil.....   | 2,591   | 917     | 276     | 390      | 201      | 64,978   | 2         | 2         | 2,591  |
| Lumber, sawn, in vessels.....                                  | 917     | 276     | 390     | 201      | 64,978   | 2        | 2         | 2         | 917    |
| do do rafts.....   | 39      | 276     | 390     | 201      | 64,978   | 2        | 2         | 2         | 39     |
| Meal, all kinds.....   | 276     | 390     | 201     | 64,978   | 2        | 2        | 2         | 2         | 276    |
| Merchandise.....   | 390     | 201     | 64,978  | 2        | 2        | 2        | 2         | 2         | 390    |
| Pease.....   | 201     | 64,978  | 2       | 2        | 2        | 2        | 2         | 2         | 201    |
| Pork.....  | 64,978  | 2       | 2       | 2        | 2        | 2        | 2         | 2         | 64,978 |
| Rye.....   | 2       | 2       | 2       | 2        | 2        | 2        | 2         | 2         | 2      |
| Seeds, all kinds.....  | 1       | 1       | 1       | 1        | 1        | 1        | 1         | 1         | 1      |
| Tobacco.....   | 5,680   | 159,785 | 106     | 7,951    | 1,410    | 541,028  | 5,359 14  | 242 90    | 5,680  |
| Timber, square, in rafts.....                                  | 159,785 | 106     | 7,951   | 1,410    | 541,028  | 5,359 14 | 242 90    | 159,785   | 106    |
| Wheat.....   | 106     | 7,951   | 1,410   | 541,028  | 5,359 14 | 242 90   | 1,696 50  | 1,989 40  | 106    |
| Whiskey, &c.....   | 7,951   | 1,410   | 541,028 | 5,359 14 | 242 90   | 1,696 50 | 1,989 40  | 45,709 02 | 7,951  |
| Coal, free, per Order in Council.....                          | 100     | 9,649   | 76      | 119,530  | 40,496   | 541,028  | 34,580 20 |           | 100    |
| Kryolite, having paid full toll on the Rideau Canal, free..... | 1,410   | 381,002 | 30,771  |          |          |          |           |           | 1,410  |
| Grand Total, Freight.....                                      | 30,771  | 381,002 | 9,649   | 76       | 119,530  | 40,496   | 541,028   |           | 30,771 |
| Total Through Tolls on vessels.....                            |         |         |         |          |          |          |           |           |        |
| do passengers.....   |         |         |         |          |          |          |           |           |        |
| do free goods.....   |         |         |         |          |          |          |           |           |        |
| Total Through Tolls.....                                       |         |         |         |          |          |          |           |           |        |

B. H. TEAKLES  
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS.  
OTTAWA, 1st March, 1892.



## SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 11.—GENERAL STATEMENT showing the Quantity of each Article of Way Freight transported on the St. Lawrence Canals, and the Amount of Tolls collected during the Season of Navigation in 1891.

| Articles.   | From Canadian to Canadian Ports. |       | From Canadian to United States Ports. |       | From United States to United States Ports. |       | From United States to Canadian Ports. |       | Tons.  |        | Total Tons. | Amount of Tolls, Tons, Up. |      | Amount of Tolls, Down. | Total Amount of Tolls. |
|---|----------------------------------|-------|---------------------------------------|-------|--|-------|---------------------------------------|-------|--------|--------|-------------|----------------------------|------|------------------------|------------------------|
|   | Up.                              | Down. | Up.                                   | Down. | Up.  | Down. | Up.                                   | Down. | Up.    | Down.  |             | \$                         | cts. | \$                     | cts.                   |
| Ashes, pot and pearl. ....                            | 5                                |       |                                       |       |  |       |                                       |       | 11     |        | 11          | 1 27                       |      |                        | 1 27                   |
| Apples. ....  | 47                               | 309   |                                       |       | 6  |       |                                       |       | 53     | 309    | 362         | 4 64                       |      | 12 55                  | 17 19                  |
| Agricultural products not enumerated, vegetable. .... | 61                               | 11    |                                       |       |  |       |                                       |       | 61     | 11     | 72          | 5 21                       |      | 0 65                   | 5 86                   |
| Agricultural products not enumerated, animal. ....    | 53                               | 42    |                                       |       |  |       |                                       |       | 73     | 42     | 115         | 5 51                       |      | 3 25                   | 8 76                   |
| Agricultural implements. ....                         | 81                               | 2     |                                       |       |  |       | 20                                    |       | 81     | 2      | 83          | 12 19                      |      | 0 15                   | 12 34                  |
| Barley. ....  | 220                              | 8,515 |                                       |       |  |       |                                       |       | 220    | 8,515  | 8,735       | 4 40                       |      | 170 52                 | 174 92                 |
| Bricks. ....  | 12,969                           | 6     |                                       |       |  |       | 222                                   |       | 13,191 | 6      | 13,197      | 496 98                     |      | 0 23                   | 497 21                 |
| Bones. ....   | 1                                | 32    |                                       |       |  |       | 13                                    |       | 14     | 32     | 46          | 0 53                       |      | 2 46                   | 2 93                   |
| Brimstone. ....                                       | 150                              |       |                                       |       |  |       | 9                                     |       | 159    |        | 159         | 14 98                      |      |                        | 14 98                  |
| Cement and water lime. ....                           | 874                              | 20    |                                       |       | 2  |       |                                       |       | 874    | 22     | 896         | 89 69                      |      | 0 93                   | 90 62                  |
| Clay, lime and sand. ....                             | 19,323                           | 6,847 |                                       |       |  |       | 3,371                                 |       | 22,694 | 6,847  | 29,541      | 853 27                     |      | 256 92                 | 1,110 19               |
| Coal. ....  | 4                                | 2,913 |                                       | 62    | 1,040                                      |       |                                       |       | 22,399 | 22,399 | 22,399      |                            |      | 1,525 62               | 1,525 62               |
| Corn. ....  | 35                               | 353   |                                       |       | 68   |       |                                       |       | 4      | 82     | 86          | 40                         |      | 3 27                   | 3 67                   |
| Cattle. ....  |                                  |       |                                       |       |  |       |                                       |       | 35     | 353    | 388         | 1 88                       |      | 25 61                  | 27 49                  |
| Cotton, raw. ....                                     | 81                               | 1     |                                       |       |  |       |                                       |       | 81     | 1      | 82          | 14 07                      |      | 0 05                   | 14 12                  |
| Crockery and earthenware. ....                        | 44                               |       |                                       |       |  |       | 38                                    |       | 82     |        | 82          | 4 80                       |      |                        | 4 80                   |
| Dye wood and dye stuffs. ....                         | 183                              | 41    |                                       |       |  |       |                                       |       | 183    | 41     | 224         | 12 79                      |      | 2 88                   | 15 67                  |
| Fish. ....  | 1                                |       |                                       |       |  |       |                                       |       | 1      |        | 1           | 0 04                       |      |                        | 0 04                   |
| Flax and hemp. ....                                   | 693                              | 12    |                                       |       | 107  |       |                                       |       | 700    | 119    | 819         | 49 57                      |      | 8 52                   | 58 09                  |
| Flour. ....   | 230                              | 116   |                                       |       |  |       |                                       |       | 230    | 116    | 346         | 21 04                      |      | 7 19                   | 28 23                  |
| Furniture. ....                                       | 1,531                            | 187   |                                       |       |  |       |                                       |       | 1,531  | 187    | 1,718       | 21 59                      |      | 7 06                   | 28 65                  |
| Gypsum. ....  | 68                               | 30    |                                       |       |  |       |                                       |       | 68     | 30     | 98          | 12 10                      |      | 1 80                   | 13 90                  |
| Glass, all kinds. ....                                | 899                              | 557   |                                       |       | 8  |       |                                       |       | 942    | 557    | 1,499       | 37 85                      |      | 33 64                  | 71 49                  |
| Hay, pressed. ....                                    | 114                              | 231   |                                       |       |  |       |                                       |       | 114    | 231    | 345         | 6 68                       |      | 13 11                  | 19 79                  |
| Hogs. ....  |                                  |       |                                       |       |  |       |                                       |       | 2      |        | 2           |                            |      | 0 08                   | 0 17                   |
| Hides and skins, horns and hoofs. ....                | 2                                |       |                                       |       |  |       |                                       |       |        |        | 4           |                            |      |                        |                        |

|  |       |        |       |        |        |        |        |        |
|--|-------|--------|-------|--------|--------|--------|--------|--------|
| Ice.....   | 176   | 5      | 176   | 5      | 181    | 9 04   | 0 39   | 9 43   |
| Iron, railway.....                                       | 1,126 | 11     | 1,137 | 11     | 1,137  | 46 65  | 0 42   | 47 07  |
| do pig.....  | 9,140 | 624    | 9,142 | 624    | 9,766  | 364 35 | 25 02  | 389 37 |
| do all other.....  |       |        |       |        |        |        |        |        |
| Iron ore.....  |       |        |       |        |        |        |        |        |
| do Kryolite chemical ore and other ore, except iron..... | 18    | 18     | 18    | 18     | 18     |        | 0 90   | 0 90   |
| do Lard and lard oil.....                                | 133   | 133    | 64    | 133    | 137    | 6 32   | 5 25   | 11 57  |
| Meal, all kinds.....                                     | 50    | 761    | 50    | 764    | 814    | 3 56   | 33 47  | 37 03  |
| Meats, other than pork.....                              | 27    |        | 27    |        | 27     | 2 66   |        | 2 66   |
| Marble.....  | 7     |        | 7     |        | 7      | 1 33   |        | 1 33   |
| Manilla.....   | 1     |        | 1     |        | 1      | 0 19   |        | 0 19   |
| Molasses.....  | 610   | 147    | 735   | 147    | 882    | 69 16  | 7 35   | 76 51  |
| Nails.....   | 505   | 870    | 505   | 870    | 1,375  | 82 23  | 43 50  | 125 73 |
| Oats.....  | 1,246 | 7,537  | 1,246 | 7,537  | 8,783  | 46 93  | 193 94 | 240 87 |
| Oil.....   | 403   | 50     | 470   | 54     | 524    | 45 69  | 2 70   | 48 39  |
| Oil cake.....  | 11    |        | 11    |        | 11     | 1 08   |        | 1 08   |
| Pease.....   | 565   | 25,293 | 565   | 25,293 | 25,858 | 11 41  | 522 47 | 533 88 |
| Potatoes.....  | 9     | 101    | 9     | 101    | 110    | 0 46   | 7 14   | 7 60   |
| Pork.....  | 339   | 154    | 339   | 154    | 493    | 32 31  | 5 83   | 38 14  |
| Paint.....   | 56    | 226    | 63    | 226    | 289    | 9 40   | 11 30  | 20 70  |
| Pitch and tar.....                                       | 95    | 18     | 329   | 18     | 388    | 23 42  | 0 90   | 24 32  |
| Rags.....  | 3     | 7      | 3     | 7      | 10     | 0 30   | 0 70   | 1 00   |
| Rye.....   | 77    | 1,029  | 77    | 1,029  | 1,106  | 1 54   | 20 58  | 22 12  |
| Roan.....  | 609   | 109    | 1,839 | 109    | 1,948  | 92 89  | 5 45   | 98 34  |
| Salt.....  | 2,302 | 21     | 2,302 | 30     | 2,332  | 206 93 | 1 48   | 208 41 |
| Stone intended for cutting.....                          | 344   | 22     | 3,701 | 22     | 3,723  | 140 43 | 0 83   | 141 26 |
| do wrought.....  | 349   |        | 362   |        | 362    | 18 10  |        | 18 10  |
| do not suitable for cutting, unwrought.....              |       |        |       |        |        |        |        |        |
| Seeds, all kinds.....                                    | 8,042 | 1,691  | 8,042 | 1,691  | 10,928 |        | 218 55 | 218 55 |
| Sheep.....   |       | 96     |       | 96     | 9,733  | 301 85 | 63 49  | 365 34 |
| Soda ash.....  | 65    | 6      | 67    | 6      | 73     | 6 87   | 0 30   | 7 34   |
| Steel.....   | 227   | 12     | 227   | 12     | 239    | 22 14  | 0 48   | 22 62  |
| Sugar.....   | 801   | 21     | 801   | 21     | 822    | 124 49 | 1 05   | 125 54 |
| Spirits, beer, &c.....                                   | 228   | 17     | 230   | 17     | 247    | 32 10  | 1 00   | 33 10  |
| Tobacco, raw.....  | 8     |        | 8     |        | 8      | 0 80   |        | 0 80   |
| Tallow.....  |       |        |       |        |        |        |        |        |
| Tin.....   | 64    | 70     | 13    |        | 13     | 0 49   |        | 0 49   |
| Turpentine.....  | 2     | 1      | 65    | 70     | 135    | 9 96   | 3 50   | 13 46  |
| Wheat.....   | 5,635 | 13,832 | 88    | 13     | 101    | 4 68   | 0 65   | 5 33   |
| White lead.....  | 26    |        | 5,635 | 13,832 | 19,467 | 122 22 | 276 64 | 398 86 |
| Whiting.....   | 29    |        | 26    | 11     | 37     | 4 67   | 0 55   | 5 22   |
| Wool.....  |       |        | 31    |        | 31     | 5 52   |        | 5 52   |
| All other goods and merchandise not enumerated.....      |       |        |       |        |        |        |        |        |
| Bark.....  | 3,199 | 1,181  | 3,895 | 1,661  | 5,556  | 424 96 | 117 50 | 542 46 |
| Barrels, empty.....                                      | 63    | 13     | 125   | 13     | 134    | 10 94  | 0 56   | 3 75   |
| Boat knees.....  |       | 7      |       | 9      |        |        |        | 11 50  |
| Floats.....  | 460   | 4,280  | 460   | 4,280  | 4,740  | 7 40   | 74 90  | 82 30  |

No. (A) 11.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—Continued.

| ARTICLES.   | From Canadian to Canadian Ports. |         | From Canadian to United States Ports. |       | From United States to United States Ports. |       | From United States to Canadian Ports. |        | Total.  |         | Total Tons. | Amount of Tolls, Up. | Amount of Tolls, Down. | Total Amount of Tolls. |
|---|----------------------------------|---------|---------------------------------------|-------|--|-------|---------------------------------------|--------|---------|---------|-------------|----------------------|------------------------|------------------------|
|   | Down.                            | Up.     | Down.                                 | Up.   | Down.                                      | Up.   | Down.                                 | Up.    | Down.   | Up.     |             | \$ cts.              | \$ cts.                | \$ cts.                |
| Firewood, in vessels.                                       | 2,256                            | 7,005   |                                       | 1,065 |  |       |                                       |        | 2,331   | 8,070   | 10,401      | 38 91                | 225 56                 | 264 47                 |
| do rafts.   |                                  |         |                                       |       | 75   |       |                                       |        |         |         |             |                      |                        |                        |
| Hoops   |                                  |         |                                       |       |  |       |                                       |        |         |         |             |                      |                        |                        |
| Hop poles.  |                                  |         |                                       |       |  |       |                                       |        |         |         |             |                      |                        |                        |
| Lumber, sawn, in vessels.                                   | 27,140                           | 14,743  |                                       | 416   |  |       |                                       |        | 28,165  | 15,159  | 43,324      | 1,010 77             | 405 68                 | 1,416 45               |
| do rafts.   |                                  | 4       |                                       |       |  |       |                                       |        |         | 4       | 4           |                      | 0 15                   | 0 15                   |
| Masts, spars and telegraph poles, in vessels.               |                                  |         |                                       |       |  |       |                                       |        |         |         |             |                      |                        |                        |
| Masts, spars and telegraph poles, in rafts.                 |                                  |         |                                       |       |  |       |                                       |        |         |         |             |                      |                        |                        |
| Railway ties, in vessels                                    | 715                              | 30      |                                       |       |  |       |                                       |        | 715     | 30      | 20,986      | 14 28                | 524 65                 | 524 65                 |
| do rafts.   |                                  |         |                                       |       |  |       |                                       |        |         |         | 745         |                      | 0 59                   | 14 87                  |
| Saw logs  | 197                              | 15,401  |                                       |       |  |       |                                       |        | 197     | 15,401  | 15,598      | 4 50                 | 351 44                 | 355 94                 |
| Staves and headings, barrel.                                |                                  |         |                                       |       |  |       |                                       |        |         |         |             |                      |                        |                        |
| do pipe.  |                                  |         |                                       |       |  |       |                                       |        |         |         |             |                      |                        |                        |
| do W. India   |                                  |         |                                       |       |  |       |                                       |        |         |         |             |                      |                        |                        |
| Staves, salt barrel.  |                                  |         |                                       |       |  |       |                                       |        |         |         |             |                      |                        |                        |
| Shingles  | 10                               | 6       |                                       |       |  |       |                                       |        | 10      | 6       | 9           | 2 51                 | 0 17                   | 0 17                   |
| Split posts and fence rails, in vessels.                    |                                  |         |                                       |       |  |       |                                       |        |         |         | 16          |                      | 0 75                   | 3 26                   |
| Split posts and fence rails, in rafts.                      |                                  |         |                                       |       |  |       |                                       |        |         |         |             |                      |                        |                        |
| Timber, square, in vessels                                  | 250                              | 1,933   |                                       |       |  |       |                                       |        | 250     | 1,933   | 2,183       | 3 25                 | 33 53                  | 36 78                  |
| do rafts.   | 3,422                            | 3,348   |                                       |       |  |       |                                       |        | 3,422   | 3,348   | 6,770       | 85 70                | 84 00                  | 169 70                 |
| Traverses.  |                                  | 10,280  |                                       |       |  |       |                                       |        |         | 10,280  | 10,280      |                      | 26 75                  | 26 75                  |
| Woodenware and wood partly manufactured.                    |                                  | 7       |                                       |       |  |       |                                       |        |         | 7       | 7           |                      | 0 80                   | 0 80                   |
| Total freight paying tolls.                                 | 108,622                          | 163,307 | 1,080                                 | 1,545 | 637  | 1,701 | 9,008                                 | 18,396 | 119,347 | 184,949 | 304,296     | 5,126 96             | 5,390 38               | 10,517 34              |
| Free articles having paid full Tolls on the Welland Canal.— |                                  |         |                                       |       |  |       |                                       |        |         |         |             |                      |                        |                        |
| Corn.   |                                  | 2,725   |                                       |       |  |       |                                       |        |         |         | 2,725       |                      |                        |                        |

[illegible]

## SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 12.—GENERAL STATEMENT showing the Quantity of each Article transported on the Ottawa Canals, and the Amount of Revenue collected during the Season of Navigation in 1891.

| Articles.                         | From Canadian to Canadian Ports. |       | From Canadian to United States Ports. |       | From United States to United States Ports. |       | From United States to Canadian Ports. |       | Tons. |       | Total Tons. | Amount of Tolls. |
|-----------------------------------|----------------------------------|-------|---------------------------------------|-------|--|-------|---------------------------------------|-------|-------|-------|-------------|------------------|
|                                   | Up.                              | Down. | Up.                                   | Down. | Up.  | Down. | Up.                                   | Down. | Up.   | Down. |             |                  |
| Ashes, pot and pearl.             |                                  | 28    |                                       |       |  |       |                                       |       |       | 28    |             | \$ cts.          |
| Apples.                           | 18                               | 26    |                                       |       |  |       |                                       |       | 18    | 26    | 44          | 5 32             |
| Agricultural products, vegetable. | 1                                | 432   |                                       |       |  |       |                                       |       | 1     | 432   | 433         | 1 93             |
| do do                             | 6                                | 1,407 |                                       |       |  |       |                                       |       | 6     | 1,407 | 1,413       | 40 79            |
| Agricultural implements.          | 3                                | 13    |                                       |       |  |       |                                       |       | 3     | 13    | 16          | 117 02           |
| Barley.                           |                                  | 150   |                                       |       |  |       |                                       |       |       | 150   | 150         | 2 62             |
| Bricks.                           |                                  |       |                                       |       |  |       |                                       |       |       |       |             | 11 22            |
| Bones.                            |                                  | 18    |                                       |       |  |       |                                       |       |       | 18    | 18          | 1 80             |
| Brimstone.                        |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Cement and water lime.            |                                  | 24    |                                       |       |  |       |                                       |       |       | 24    | 24          | 2 36             |
| Clay, lime and sand.              | 402                              | 7,689 |                                       |       |  |       |                                       |       | 402   | 7,689 | 8,091       | 229 22           |
| Coal.                             |                                  | 648   |                                       |       |  |       |                                       |       |       | 648   | 648         | 23 78            |
| Corn.                             |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Cattle.                           |                                  | 750   |                                       |       |  |       |                                       |       |       | 750   | 750         | 48 96            |
| Cotton, raw.                      |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Crockery and earthenware.         |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Dye wood and dye stuffs.          |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Fish.                             | 1                                | 2     |                                       |       |  |       |                                       |       | 1     | 2     | 3           | 0 26             |
| Flax and hemp.                    |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Flour.                            | 6                                | 106   |                                       |       |  |       |                                       |       | 6     | 106   | 112         | 10 05            |
| Furniture.                        | 6                                | 27    |                                       |       |  |       |                                       |       | 6     | 27    | 33          | 4 44             |
| Gypsum.                           |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Glass, all kinds.                 |                                  | 4     |                                       |       |  |       |                                       |       |       | 4     | 4           | 0 76             |
| Hay, pressed.                     |                                  | 263   |                                       |       |  |       |                                       |       |       | 263   | 263         | 25 23            |
| Hogs.                             |                                  | 8     |                                       |       |  |       |                                       |       |       | 8     | 8           | 0 60             |
| Horses.                           | 18                               | 166   |                                       |       |  |       |                                       |       | 18    | 166   | 184         | 10 51            |
| Hides and skins, horns and hoofs. |                                  | 37    |                                       |       |  |       |                                       |       |       | 37    | 37          | 3 33             |
| Ice.                              |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Iron, railway.                    |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| do pig.                           |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| do all other.                     | 8                                | 64    |                                       |       |  |       |                                       |       | 8     | 64    | 72          | 3 15             |

|   |         |         |         |         |           |
|---|---------|---------|---------|---------|-----------|
| Iron ore.....   | 1,784   | 4       | 1,784   | 4       | 89 20     |
| Kryolite chemical ore and other ore, except iron..... | 17      | 4       | 17      | 4       | 0 39      |
| Lard and lard oil.....                                | 81      | 81      | 81      | 81      | 1 57      |
| Meal, all kinds.....                                  | 24      | 24      | 24      | 24      | 7 83      |
| Meats, other than pork.....                           | 10      | 10      | 10      | 10      | 1 42      |
| Marble.....   | 1,038   | 1,038   | 1,038   | 1,038   | 0 75      |
| Manilla.....  | 12      | 12      | 12      | 12      | 82 86     |
| Molasses.....   | 2,749   | 2,749   | 2,749   | 2,749   | 2 70      |
| Nails.....  | 14      | 14      | 14      | 14      | 191 78    |
| Oil, in barrels.....                                  | 25      | 25      | 25      | 25      | 38 00     |
| Oil cake.....   | 451     | 451     | 451     | 451     | 2 85      |
| Pease.....  | 27      | 27      | 27      | 27      | 0 19      |
| Potatoes.....   | 1       | 1       | 1       | 1       | 3         |
| Pork.....   | 3       | 3       | 3       | 3       | 0 44      |
| Paint.....  | 47      | 47      | 47      | 47      | 4 32      |
| Pitch and tar.....                                    | 16      | 16      | 16      | 16      | 0 50      |
| Rags.....   | 1       | 1       | 1       | 1       | 0 02      |
| Rye.....  | 3       | 3       | 3       | 3       | 0 29      |
| Resin.....  | 37      | 37      | 37      | 37      | 3 46      |
| Salt.....   | 431     | 431     | 431     | 431     | 32 59     |
| Stone intended for cutting.....                       | 16      | 16      | 16      | 16      | 1 24      |
| do wrought.....                                       | 17      | 17      | 17      | 17      | 1 34      |
| do not suitable for cutting, unwrought.....           | 2       | 2       | 2       | 2       | 2 27      |
| Seeds, all kinds.....                                 | 18      | 18      | 18      | 18      | 0 15      |
| Sheep.....  | 1       | 1       | 1       | 1       | 1 76      |
| Soda ash.....   | 9       | 9       | 9       | 9       | 0 05      |
| Steel.....  | 317     | 317     | 317     | 317     | 0 90      |
| Sugar.....  | 38      | 38      | 38      | 38      | 53 30     |
| Spirits, beer, &c.....                                | 31,600  | 31,600  | 31,600  | 31,600  | 4 60      |
| Tobacco, raw.....                                     | 75      | 75      | 75      | 75      | 335 18    |
| Tallow.....   | 1,542   | 1,542   | 1,542   | 1,542   | 1,812 71  |
| Tin.....  | 235     | 235     | 235     | 235     | 27 88     |
| Turpentine.....                                       | 317,923 | 317,923 | 317,923 | 317,923 | 32,352 80 |
| Wheat.....  | 159     | 159     | 159     | 159     | 9 15      |
| White lead.....                                       | 19      | 19      | 19      | 19      | 1 57      |
| Whiting.....  | 85      | 85      | 85      | 85      | 0 05      |
| Wool.....   | 317     | 317     | 317     | 317     | 0 90      |
| All other goods and merchandise not enumerated.....   | 38      | 38      | 38      | 38      | 4 60      |
| Bark.....   | 31,600  | 31,600  | 31,600  | 31,600  | 335 18    |
| Barrels, empty.....                                   | 43,849  | 43,849  | 43,849  | 43,849  | 1,812 71  |
| Boat knees.....                                       | 75      | 75      | 75      | 75      | 27 88     |
| Floata.....   | 235     | 235     | 235     | 235     | 32,352 80 |
| Firewood, in vessels.....                             | 317,923 | 317,923 | 317,923 | 317,923 | 9 15      |
| do rafts.....   | 159     | 159     | 159     | 159     | 1 57      |
| Hoops.....  | 19      | 19      | 19      | 19      | 0 05      |
| Hop poles.....  | 85      | 85      | 85      | 85      | 0 90      |
| Lumber, sawn, in vessels.....                         | 317,923 | 317,923 | 317,923 | 317,923 | 4 60      |
| do rafts.....   | 159     | 159     | 159     | 159     | 335 18    |
| Masts, spars and telegraph poles, in vessels.....     | 19      | 19      | 19      | 19      | 1,812 71  |

No. (A) 11.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—*Concluded.*

| Articles.                                  | From Canadian to Canadian Ports. |         | From Canadian to United States Ports. |         | From United States to United States Ports. |       | From United States to Canadian Ports. |       | Tons. |         | Total Tons. | Amount of Tolls.<br>\$ cts. |
|--|----------------------------------|---------|---------------------------------------|---------|--|-------|---------------------------------------|-------|-------|---------|-------------|-----------------------------|
|  | Up.                              | Down.   | Up.                                   | Down.   | Up.  | Down. | Up.                                   | Down. | Up.   | Down.   |             |                             |
| Masts, spars and telegraph poles, in rafts |                                  |         |                                       |         |  |       |                                       |       |       |         |             |                             |
| Railway ties, in vessels                   |                                  | 485     |                                       |         |  |       |                                       |       |       | 435     | 435         | 71 97                       |
| do rafts                                   |                                  |         |                                       |         |  |       |                                       |       |       |         |             |                             |
| Saw logs                                   |                                  | 12,662  |                                       |         |  |       |                                       |       |       | 12,662  | 12,662      | 292 24                      |
| Staves and headings, barrel                |                                  |         |                                       |         |  |       |                                       |       |       |         |             |                             |
| do pipe.                                   |                                  |         |                                       |         |  |       |                                       |       |       |         |             |                             |
| do West India.                             |                                  |         |                                       |         |  |       |                                       |       |       |         |             |                             |
| Staves, salt barrel                        |                                  | 253     |                                       |         |  |       |                                       |       |       |         |             |                             |
| Shingles                                   |                                  |         |                                       | 344     |  |       |                                       |       |       |         |             |                             |
| Split posts and fence rails, in vessels    |                                  | 3       |                                       | 1       |  |       |                                       |       |       |         |             |                             |
| do do                                      |                                  |         |                                       |         |  |       |                                       |       |       |         |             |                             |
| Timber, square, in vessels                 |                                  | 2,684   |                                       |         |  |       |                                       |       |       | 2,684   | 2,684       | 103 90                      |
| do rafts                                   |                                  | 3,240   |                                       |         |  |       |                                       |       |       | 3,240   | 3,240       | 55 32                       |
| Traverses                                  |                                  | 200     |                                       |         |  |       |                                       |       |       | 200     | 200         | 0 50                        |
| Woodenware and wood partly manufactured    | 4                                | 2       |                                       |         |  |       |                                       |       | 4     | 2       | 6           | 1 01                        |
| Total freight paying tolls                 | 771                              | 432,225 |                                       | 107,435 |  |       |                                       |       | 771   | 539,660 | 540,431     | 36,991 56                   |
| <i>Articles Free per Order in Council.</i> |                                  |         |                                       |         |  |       |                                       |       |       |         |             |                             |
| Lumber, sawn, in rafts                     |                                  | 386     |                                       |         |  |       |                                       |       |       |         |             |                             |
| Timber square, do                          | 100                              | 2,220   |                                       |         |  |       |                                       |       | 100   | 386     | 486         |                             |
| Floata                                     |                                  | 16,440  |                                       |         |  |       |                                       |       |       | 2,220   | 2,220       |                             |
| Saw logs                                   |                                  | 10,678  |                                       |         |  |       |                                       |       |       | 16,440  | 16,440      |                             |
| Railway ties, in rafts                     |                                  | 10,000  |                                       |         |  |       |                                       |       |       | 10,678  | 10,678      |                             |
| Firewood                                   |                                  | 4,786   |                                       |         |  |       |                                       |       |       | 10,000  | 10,000      |                             |
| Grand total, freight                       | 871                              | 476,735 |                                       | 107,435 |  |       |                                       |       | 871   | 584,170 | 585,041     |                             |

|  |              |
|--|--------------|
| Total tolls on vessels.....                      | 3,675 92     |
| do passengers.....                               | 162 91       |
| do free goods.....                               | \$515 72     |
| Wharfage and storage.....                        |              |
| Fines and damages.....                           | 10 00        |
| Other receipts.....                              |              |
| Total revenue, exclusive of hydraulic rents..... | \$ 40,450 39 |

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

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, 1st March, 1892.







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

| Articles.                                   | From Canadian to Canadian Ports. |       | From Canadian to United States Ports. |       | From United States to United States Ports. |       | From United States to Canadian Ports. |       | Tons.   |         | Total Tons. | Amount of Tolls. |
|---|----------------------------------|-------|---------------------------------------|-------|--|-------|---------------------------------------|-------|---------|---------|-------------|------------------|
|   | Up.                              | Down. | Up.                                   | Down. | Up.  | Down. | Up.                                   | Down. | Up.     | Down.   |             |                  |
| Railway ties, in vessels                    | 1,859                            | 189   |                                       |       |  |       |                                       |       | 2,604   | 189     | 2,793       | \$ cts. 218 93   |
| do rafts                                    |                                  |       |                                       |       |  |       |                                       |       |         |         |             |                  |
| Saw logs                                    |                                  |       |                                       |       |  |       |                                       |       |         |         |             |                  |
| Staves and headings, barrel                 |                                  |       | 745                                   |       |  |       |                                       |       |         |         |             |                  |
| do pipe                                     |                                  |       |                                       |       |  |       |                                       |       |         |         |             |                  |
| do do West India                            |                                  |       |                                       |       |  |       |                                       |       |         |         |             |                  |
| Staves, salt barrel                         |                                  |       |                                       |       |  |       |                                       |       |         |         |             |                  |
| Shingles                                    | 118                              |       | 28                                    |       |  |       |                                       |       | 146     |         | 146         | 17 35            |
| Split posts and fence rails, in vessels     |                                  |       |                                       |       |  |       |                                       |       |         |         |             |                  |
| do do rafts                                 |                                  |       |                                       |       |  |       |                                       |       |         |         |             |                  |
| Timber, square, in vessels                  |                                  |       |                                       |       |  |       |                                       |       |         |         |             |                  |
| do do rafts                                 |                                  |       |                                       |       |  |       |                                       |       |         |         |             |                  |
| Traverses                                   |                                  |       |                                       |       |  |       |                                       |       |         |         |             |                  |
| Woodenware and wood partly manufactured     |                                  |       |                                       |       |  |       |                                       |       |         |         |             |                  |
| Total freight paying tolls                  | 56,418                           | 7,547 | 66,881                                |       |  |       | 98,073                                |       | 123,299 | 105,620 | 228,919     | 16,842 15        |
| Coal, free, per Order in Council            | 345                              |       |                                       |       |  |       |                                       |       | 345     |         | 345         |                  |
| Grand total freight                         | 56,763                           | 7,547 | 66,881                                |       |  |       | 98,073                                |       | 123,644 | 105,620 | 229,264     |                  |
| Total tolls on vessels                      |                                  |       |                                       |       |  |       |                                       |       |         |         |             | 2,437 84         |
| do passengers                               |                                  |       |                                       |       |  |       |                                       |       |         |         |             | 66 59            |
| do free goods                               |                                  |       |                                       |       |  |       |                                       |       |         |         |             | \$30 34          |
| Fines and damages                           |                                  |       |                                       |       |  |       |                                       |       |         |         |             | 9 00             |
| Other receipts                              |                                  |       |                                       |       |  |       |                                       |       |         |         |             | 75 30            |
| Total revenue, exclusive of hydraulic rents |                                  |       |                                       |       |  |       |                                       |       |         |         |             | \$ 19,430 88     |

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, 1st March, 1892.B. H. TEAKLES,  
Chief Clerk, Canals Revenue.



No. (A) 14.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—*Concluded.*

| Articles.   | From Canadian to Canadian Ports. |       | From Canadian to United States Ports. |       | From United States to United States Ports. |       | From United States to Canadian Ports. |       | Tons. |       | Total Tons. | Amount of Tolls. |
|---|----------------------------------|-------|---------------------------------------|-------|--|-------|---------------------------------------|-------|-------|-------|-------------|------------------|
|   | Up.                              | Down. | Up.                                   | Down. | Up.  | Down. | Up.                                   | Down. | Up.   | Down. |             |                  |
|   |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Kryolite chemical ore and other ore, except iron. | 1,815                            | 888   |                                       |       |  |       |                                       |       | 1,815 | 888   | 2,703       | \$ cts.          |
| Lard and lard oil                                 | 19                               | 23    |                                       |       |  |       |                                       |       | 19    | 23    | 42          | 135 15           |
| Meal, all kinds                                   | 1                                | 6     |                                       |       |  |       |                                       |       | 1     | 6     | 7           | 1 24             |
| Meats, other than pork.                           | 10                               | 7     |                                       |       |  |       |                                       |       | 10    | 7     | 17          | 0 18             |
| Marble  | 4                                |       |                                       |       |  |       |                                       |       | 4     |       | 4           | 0 48             |
| Manilla   |                                  |       |                                       |       |  |       |                                       |       |       |       |             | 0 36             |
| Molasses.   | 97                               | 5     |                                       |       |  |       |                                       |       | 97    | 5     | 102         | 9 55             |
| Nails.  | 314                              | 5     |                                       |       |  |       |                                       |       | 314   | 5     | 319         | 30 06            |
| Oats  | 63                               | 61    |                                       |       |  |       |                                       |       | 63    | 61    | 124         | 3 27             |
| Oil, in barrels.                                  | 147                              | 269   |                                       |       |  |       |                                       |       | 147   | 269   | 416         | 39 12            |
| Oil cake.   |                                  | 3     |                                       |       |  |       |                                       |       |       | 3     | 3           | 0 10             |
| Pease   | 131                              | 9     |                                       |       |  |       |                                       |       | 131   | 9     | 140         | 4 20             |
| Potatoes.   | 83                               | 100   |                                       |       |  |       |                                       |       | 83    | 100   | 183         | 5 56             |
| Pork  | 178                              | 61    |                                       |       |  |       |                                       |       | 178   | 61    | 239         | 6 28             |
| Paint   | 33                               | 3     |                                       |       |  |       |                                       |       | 33    | 3     | 36          | 4 25             |
| Pitch and tar                                     | 28                               |       |                                       |       |  |       |                                       |       | 28    |       | 28          | 2 99             |
| Rags  | 6                                |       |                                       |       |  |       |                                       |       | 6     |       | 6           | 0 54             |
| Rye.  | 149                              | 21    |                                       |       |  |       |                                       |       | 149   | 21    | 170         | 4 51             |
| Rosin.  | 5                                |       |                                       |       |  |       |                                       |       | 5     |       | 5           | 0 45             |
| Salt.   | 1,544                            | 139   |                                       |       |  |       |                                       |       | 1,544 | 139   | 1,683       | 47 33            |
| Stone intended for cutting                        | 35                               | 678   |                                       |       |  |       |                                       |       | 35    | 678   | 713         | 33 36            |
| do wrought  | 19                               | 4     |                                       |       |  |       |                                       |       | 19    | 4     | 23          | 2 82             |
| do not suitable for cutting, unwrought            |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Seeds, all kinds.                                 | 8                                | 7     |                                       |       |  |       |                                       |       | 8     | 7     | 15          | 0 48             |
| Sheep   | 10                               |       |                                       |       |  |       |                                       |       | 10    |       | 10          | 0 29             |
| Soda ash.   | 15                               |       |                                       |       |  |       |                                       |       | 15    |       | 15          | 1 94             |
| Steel   | 30                               |       |                                       |       |  |       |                                       |       | 30    |       | 30          | 1 01             |
| Sugar   | 447                              | 54    |                                       |       |  |       |                                       |       | 447   | 54    | 501         | 49 53            |
| Spirits, beer, &c                                 | 62                               | 26    |                                       |       |  |       |                                       |       | 62    | 26    | 88          | 8 86             |
| Tobacco, raw                                      |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Tallow  |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Tin   | 12                               |       |                                       |       |  |       |                                       |       | 12    |       | 12          | 1 17             |
| Turpentine.                                       |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Wheat.  | 27                               | 263   |                                       |       |  |       |                                       |       | 27    | 263   | 290         | 8 90             |
| White lead.                                       | 24                               | 1     |                                       |       |  |       |                                       |       | 24    | 1     | 25          | 2 31             |

[illegible]

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

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, 1st March, 1892.

SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 15.—GENERAL STATEMENT showing the Quantity of each Article transported on the St. Peter's Canal, and the Amount of Revenue collected during the Season of Navigation in 1891.

| Articles.                        | From Canadian to Canadian Ports. |        | From Canadian to United States Ports. |       | From United States to United States Ports. |       | From United States to Canadian Ports. |       | Tons. |        | Total Tons. | Amount of Tolls. |
|----------------------------------|----------------------------------|--------|---------------------------------------|-------|--|-------|---------------------------------------|-------|-------|--------|-------------|------------------|
|                                  | Up.                              | Down.  | Up.                                   | Down. | Up.  | Down. | Up.                                   | Down. | Up.   | Down.  |             |                  |
| Fish.....                        | 35                               | 413    |                                       |       |  |       |                                       |       | 35    | 413    | 448         | \$ 4 48          |
| Flour.....                       | 1,161                            | 138    |                                       |       |  |       |                                       |       | 1,161 | 138    | 1,299       | 12 00            |
| Coal.....                        | 530                              | 22,071 |                                       |       |  |       |                                       |       | 530   | 22,071 | 22,601      | 226 01           |
| Lumber.....                      | 1,523                            | 1,304  |                                       |       |  |       |                                       |       | 1,523 | 1,304  | 2,827       | 28 27            |
| Other agricultural products..... | 2,592                            | 3,597  |                                       |       |  |       |                                       |       | 2,592 | 3,597  | 6,189       | 61 89            |
| Other merchandise.....           | 671                              | 485    |                                       |       |  |       |                                       |       | 671   | 485    | 1,156       | 11 56            |
| Total freight paying tolls . . . | 6,512                            | 28,008 |                                       |       |  |       |                                       |       | 6,512 | 28,008 | 34,520      | 345 20           |
| Tolls on vessels. . . . .        |                                  |        |                                       |       |  |       |                                       |       |       |        |             | 1,433 28         |
| Other receipts . . . . .         |                                  |        |                                       |       |  |       |                                       |       |       |        |             | 3 28             |
| Total revenue.....               |                                  |        |                                       |       |  |       |                                       |       |       |        |             | \$ 1,781 76      |

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

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, 1st MARCH, 1892.

SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 16.—GENERAL STATEMENT showing the Quantity of each Article transported on the Trent Valley Canals, and the Amount of Revenue collected during the Season of Navigation in 1891.

| Articles.                                       | From Canadian to Canadian Ports. |       | From Canadian to United States Ports. |       | From United States to United States Ports. |       | From United States to Canadian Ports. |       | Tons. |       | Total Tons. | Amount of Tolls. |
|---|----------------------------------|-------|---------------------------------------|-------|--|-------|---------------------------------------|-------|-------|-------|-------------|------------------|
|   | Up.                              | Down. | Up.                                   | Down. | Up.  | Down. | Up.                                   | Down. | Up.   | Down. |             |                  |
| Ashes, pot and pearl                            |                                  |       |                                       |       |  |       |                                       |       |       |       |             | \$ cts.          |
| Apples  |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Agricultural products not enumerated, vegetable |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| do do animal                                    |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Agricultural implements                         |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Barley  |                                  |       |                                       |       |  |       |                                       |       |       |       | 7           | 0 08             |
| Bricks  |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Bones   |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Brimstone                                       |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Cement and water lime                           |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Clay, lime and sand                             |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Coal  |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Corn  |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Cattle  |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Cotton, raw                                     |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Crockery and earthenware                        |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Dye wood and dye stuffs                         |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Fish  |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Flax and hemp                                   |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Flour   | 25                               |       |                                       |       |  |       |                                       |       | 25    |       | 25          | 0 25             |
| Furniture                                       |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Gypsum  |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Glass, all kinds                                |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Hay, pressed                                    |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Hogs  |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Horses  |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Hides and skins, horns and hoofs                |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Ice   |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Iron, railway                                   |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| do pig  |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| do do   |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| do all other                                    |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Iron ore  | 8                                |       |                                       |       |  |       |                                       |       | 3     |       | 3           | 0 09             |











No. (A) 17.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—Concluded.

| Articles.                                   | From Canadian to Canadian Ports. |       | From Canadian to United States Ports. |       | From United States to United States Ports. |       | From United States to Canadian Ports. |       | Tons. |       | Total Tons. | Amount of Tolls. |
|---|----------------------------------|-------|---------------------------------------|-------|--|-------|---------------------------------------|-------|-------|-------|-------------|------------------|
|   | Up.                              | Down. | Up.                                   | Down. | Up.  | Down. | Up.                                   | Down. | Up.   | Down. |             |                  |
| Masts, spars and telegraph poles, in rafts  |                                  |       |                                       |       |  |       |                                       |       |       |       |             | \$ cts.          |
| Railway ties, in vessels                    |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| do rafts                                    |                                  | 27    |                                       |       |  |       |                                       |       |       |       | 27          | 0 30             |
| Saw logs.                                   |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Staves and headings, barrel                 |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| do pipe                                     |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| do West India.                              |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Staves, salt barrel                         |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Shingles                                    | 4                                |       |                                       |       |  |       |                                       |       | 4     | 1     | 5           | 0 31             |
| Split posts and fence rails, in vessels     |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| do rafts                                    | 80                               |       |                                       |       |  |       |                                       |       | 80    |       | 80          | 0 50             |
| Timber, square, in vessels                  | 80                               | 1,400 |                                       |       |  |       |                                       |       | 80    | 1,400 | 1,480       | 18 50            |
| do rafts                                    |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Traverses                                   | 41                               |       |                                       |       |  |       |                                       |       | 41    |       | 41          | 0 75             |
| Woodenware and wood partly manufactured.    |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Total freight paying tolls                  | 5,002                            | 4,322 | 906                                   | 250   |  |       | 24                                    | 1,238 | 5,932 | 5,810 | 11,742      | 101 91           |
| Total tolls on vessels.                     |                                  |       |                                       |       |  |       |                                       |       |       |       |             | 281 12           |
| do Passengers                               |                                  |       |                                       |       |  |       |                                       |       |       |       |             | 137 02           |
| Total revenue, exclusive of hydraulic rents |                                  |       |                                       |       |  |       |                                       |       |       |       |             | \$ 670 06        |

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

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, 1st March, 1892.

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## STATEMENT.

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## SUPPLEMENTARY

## No. (A) 18.—STATEMENT of Traffic on the undermentioned Canals, and

| Articles.                                  | Welland Canal. |            | St. Lawrence Canals. |           | Chambly Canal. |          |
|--|----------------|------------|----------------------|-----------|----------------|----------|
|  | Tons.          | Tolls.     | Tons.                | Tolls.    | Tons.          | Tolls.   |
| <i>Class No. 1.</i>                        |                | \$ cts.    |                      | \$ cts.   |                | \$ cts.  |
| Canadian vessels, steam.....               | 353,971        | 3,952 11   | 676,266              | 3,920 31  | 64,052         | 206 74   |
| United States vessels, steam.....          | 478,656        | 7,187 03   | 23,980               | 184 98    | 1,025          | 10 54    |
| Canadian vessels, sail.....                | 173,921        | 3,460 34   | 1,075,155            | 11,565 42 | 44,782         | 632 22   |
| United States vessels, sail.....           | 103,608        | 2,306 06   | 66,228               | 517 62    | 115,871        | 1,588 34 |
| Total, Class No. 1 .....                   | 1,110,156      | 16,905 54  | 1,841,629            | 16,188 33 | 225,730        | 2,437 84 |
| <i>Class No. 2.</i>                        |                |            |                      |           |                |          |
| Passengers.....                            | No.<br>35,080  | 433 66     | No.<br>63,283        | 3,024 63  | No.<br>3,783   | 66 59    |
| <i>Class No. 3.</i>                        |                |            |                      |           |                |          |
|  | Tons.          |            | Tons.                |           | Tons.          |          |
| Bricks .....                               | 49             | 5 52       | 13,710               | 574 16    | 467            | 30 72    |
| Brimstone .....                            | 66             | 9 90       | 159                  | 14 98     | 140            | 27 65    |
| Cement and water lime.....                 | 418            | 62 58      | 4,609                | 647 57    | 31             | 3 10     |
| Clay, lime and sand.....                   | 70             | 5 25       | 32,259               | 1,517 89  | 4,603          | 462 74   |
| Fish.....                                  | 305            | 40 56      | 328                  | 31 27     |                |          |
| Gypsum.....                                |                |            | 1,718                | 28 65     |                |          |
| Iron, railway.....                         | 127            | 19 05      | 3,900                | 477 28    |                |          |
| do pig.....                                | 499            | 99 80      | 4,475                | 547 77    |                |          |
| do all other.....                          | 1,610          | 291 31     | 11,701               | 679 62    | 27             | 1 04     |
| Salt.....                                  | 2,567          | 502 80     | 8,467                | 1,128 66  | 187            | 7 46     |
| Steel.....                                 | 6,220          | 933 00     | 817                  | 109 32    |                |          |
| Stone, for cutting.....                    | 6,602          | 1,320 40   | 5,129                | 352 16    | 1,304          | 130 40   |
| Apples.....                                | 1,223          | 33 98      | 5,088                | 726 09    | 958            | 61 84    |
| Barley.....                                | 8,113          | 1,622 60   | 17,606               | 352 34    | 842            | 44 92    |
| Corn.....                                  | 185,180        | 37,035 85  | 12,339               | 1,831 35  |                |          |
| Cotton, raw.....                           |                |            | 2                    | 0 30      |                |          |
| Flax and hemp.....                         |                |            | 2                    | 0 19      |                |          |
| Flour.....                                 | 13,517         | 1,911 76   | 4,799                | 655 09    | 228            | 7 60     |
| Hay, pressed.....                          | 121            | 19 20      | 1,599                | 86 49     | 2,785          | 113 81   |
| Meals, all kinds.....                      | 26,164         | 5,232 70   | 833                  | 39 88     |                |          |
| Oil cake.....                              |                |            | 11                   | 1 08      |                |          |
| Oats.....                                  | 52,959         | 10,591 80  | 8,923                | 243 80    | 1,239          | 41 33    |
| Pease.....                                 | 630            | 102 00     | 36,225               | 748 89    | 1,509          | 50 35    |
| Potatoes.....                              | 25             | 2 33       | 127                  | 10 15     | 7              | 0 70     |
| Rye.....                                   | 65,888         | 13,136 75  | 1,939                | 39 04     |                |          |
| Seeds, all kinds.....                      | 258            | 51 60      | 9,963                | 399 84    |                |          |
| Tobacco, raw.....                          | 1              | 0 20       | 12                   | 1 40      |                |          |
| Wheat.....                                 | 198,658        | 39,092 84  | 31,058               | 1,364 92  |                |          |
| All other agricultural products, vegetable | 444            | 28 80      | 627                  | 89 11     | 1              | 0 10     |
| Bones.....                                 |                |            | 149                  | 18 38     | 341            | 34 10    |
| Cattle.....                                | 1              | 0 02       | 402                  | 29 59     | 57             | 1 90     |
| Hogs.....                                  |                |            | 27                   | 4 05      |                |          |
| Hides and skins, horns and hoofs           | 87             | 13 05      | 33                   | 4 52      |                |          |
| Horses.....                                | 67             | 3 02       | 390                  | 26 54     | 6              | 0 20     |
| Lard and lard oil.....                     | 126            | 25 20      | 336                  | 32 42     |                |          |
| Meats, other than pork.....                | 19             | 3 00       | 33                   | 3 56      |                |          |
| Pork.....                                  | 276            | 55 10      | 581                  | 51 34     | 3              | 0 10     |
| Sheep.....                                 |                |            | 96                   | 7 34      | 152            | 5 07     |
| Tallow.....                                | 77             | 12 40      | 26                   | 2 44      |                |          |
| Wool.....                                  | 1,243          | 248 30     | 13                   | 1 95      |                |          |
| All other agricultural products, animal    |                |            | 973                  | 137 46    |                |          |
| Total, Class No. 3.....                    | 573,610        | 112,512 67 | 220,884              | 13,018 88 | 14,887         | 1,025 13 |

## APPENDIX A—Continued.

the Amount of Tolls collected during the Season of Navigation in 1891.

| Ottawa Canals. |          | Rideau Canal. |          | St. Peter's Canal. |          | Trent Valley Canals. |         | Murray Canal. |         |
|----------------|----------|---------------|----------|--------------------|----------|----------------------|---------|---------------|---------|
| Tons.          | Tolls.   | Tons.         | Tolls.   | Tons.              | Tolls.   | Tons.                | Tolls.  | Tons.         | Tolls.  |
|                | \$ cts.  |               | \$ cts.  |                    | \$ cts.  |                      | \$ cts. |               | \$ cts. |
| 167,576        | 682 17   | 78,137        | 762 11   | 23,150             | 463 00   | 29,593               | 223 59  | 134,369       | 226 93  |
| 186            | 2 29     | 711           | 16 83    |                    |          | 8                    | 0 50    | 168           | 0 50    |
| 161,026        | 2,274 15 | 68,965        | 766 05   | 48,514             | 970 28   | 22,975               | 93 33   | 13,002        | 51 69   |
| 30,939         | 717 31   | 16,644        | 241 70   |                    |          |                      |         | 92            | 2 00    |
| 359,727        | 3,675 92 | 164,457       | 1,786 69 | 71,664             | 1,433 28 | 52,576               | 317 42  | 147,631       | 281 12  |
| No.            |          | No.           |          | No.                |          | No.                  |         | No.           |         |
| 12,569         | 162 91   | 5,423         | 130 86   |                    |          | 9,547                | 88 85   | 16,651        | 197 02  |
| Tons.          |          | Tons.         |          | Tons.              |          | Tons.                |         | Tons.         |         |
|                |          | 40            | 1 20     |                    |          | 7                    | 0 68    |               |         |
|                |          |               |          |                    |          |                      |         | 1             | 0 02    |
| 24             | 2 36     | 222           | 5 90     |                    |          |                      |         | 102           | 1 92    |
| 8,091          | 229 22   | 92            | 2 16     |                    |          |                      |         |               |         |
| 3              | 0 26     | 73            | 1 90     | 448                | 4 48     |                      |         | 6             | 0 12    |
|                |          |               |          |                    |          |                      |         |               |         |
|                |          | 60            | 1 78     |                    |          |                      |         |               |         |
|                |          | 63            | 1 96     |                    |          |                      |         | 1             | 0 02    |
| 72             | 3 15     | 295           | 8 08     |                    |          |                      |         | 61            | 1 18    |
| 17             | 0 50     | 1,683         | 47 33    |                    |          |                      |         | 28            | 0 54    |
|                |          | 30            | 1 01     |                    |          |                      |         |               |         |
| 1              | 0 02     | 713           | 33 36    |                    |          |                      |         | 1             | 0 02    |
| 44             | 1 93     | 107           | 3 60     |                    |          |                      |         | 146           | 2 80    |
| 150            | 11 22    | 373           | 8 89     |                    |          |                      |         | 756           | 14 19   |
|                |          | 22            | 0 61     |                    |          |                      |         | 3             | 0 06    |
|                |          |               |          |                    |          |                      |         |               |         |
| 112            | 10 05    | 690           | 17 51    | 1,299              | 12 99    | 25                   | 25      | 14            | 0 27    |
| 263            | 25 23    | 880           | 20 72    |                    |          |                      |         |               |         |
| 17             | 1 57     | 7             | 0 18     |                    |          |                      |         |               |         |
|                |          | 3             | 0 10     |                    |          |                      |         |               |         |
| 1,038          | 82 86    | 124           | 3 27     |                    |          |                      |         | 17            | 0 32    |
| 2,749          | 191 78   | 140           | 4 20     |                    |          |                      |         | 366           | 6 87    |
| 465            | 38 00    | 183           | 5 56     |                    |          |                      |         | 7             | 0 14    |
| 47             | 4 32     | 170           | 4 51     |                    |          |                      |         | 527           | 9 91    |
| 37             | 3 46     | 15            | 0 48     |                    |          |                      |         |               |         |
|                |          |               |          |                    |          |                      |         |               |         |
| 18             | 1 76     | 290           | 8 90     |                    |          |                      |         | 2             | 0 04    |
| 433            | 40 79    | 360           | 17 26    | 6,189              | 61 89    |                      |         | 816           | 15 32   |
| 18             | 1 80     | 32            | 1 26     |                    |          |                      |         | 267           | 5 16    |
| 750            | 48 96    | 7             | 0 19     |                    |          |                      |         |               |         |
| 8              | 0 60     |               |          |                    |          |                      |         | 3             | 0 06    |
| 37             | 3 33     | 22            | 0 82     |                    |          |                      |         |               |         |
| 184            | 10 51    | 9             | 0 33     |                    |          |                      |         | 1             | 0 02    |
| 4              | 0 39     | 42            | 1 24     |                    |          |                      |         | 37            | 0 74    |
| 81             | 7 83     | 17            | 0 48     |                    |          |                      |         | 3             | 0 06    |
| 52             | 2 85     | 239           | 6 28     |                    |          |                      |         |               |         |
| 431            | 32 59    | 10            | 0 29     |                    |          |                      |         | 1             | 0 02    |
| 24             | 2 27     |               |          |                    |          |                      |         | 10            | 0 02    |
| 9              | 0 90     | 6             | 0 19     |                    |          |                      |         | 2             | 0 04    |
| 1,413          | 117 02   | 397           | 12 60    |                    |          |                      |         |               |         |
| 16,592         | 877 53   | 7,416         | 224 15   | 7,936              | 79 36    | 32                   | 0 93    | 3,178         | 59 86   |



## No. (A) 18.—STATEMENT of Traffic on the undermentioned

| Articles.   | Welland Canal. |           | St. Lawrence Canals. |          | Chambly Canal. |          |
|---|----------------|-----------|----------------------|----------|----------------|----------|
|   | Tons.          | Tolls.    | Tons.                | Tolls.   | Tons.          | Tolls.   |
| <i>Class No. 4.</i>                               |                | \$ cts.   |                      | \$ cts.  |                | \$ cts.  |
| Ashes, pot and pearl.....                         | 40             | 8 00      | 112                  | 21 47    |                |          |
| Agricultural implements.....                      |                |           | 87                   | 13 14    |                |          |
| Crockery and earthenware.....                     | 5              | 0 10      | 464                  | 90 52    | 23             | 2 30     |
| Dye woods and dye stuffs.....                     |                |           | 100                  | 8 40     | 55             | 5 50     |
| Furniture.....                                    | 23             | 3 88      | 1,013                | 161 63   | 7              | 1 08     |
| Glass, all kinds.....                             | 32             | 4 77      | 464                  | 87 10    | 1              | 0 10     |
| Marble.....                                       | 3,556          | 533 40    | 20                   | 3 93     |                |          |
| Manilla.....                                      | 139            | 20 85     | 1                    | 0 19     |                |          |
| Molasses.....                                     | 85             | 14 65     | 991                  | 98 31    | 120            | 12 00    |
| Nails.....  | 129            | 12 40     | 3,352                | 521 13   |                |          |
| Oil, in barrels.....                              | 56             | 7 67      | 1,036                | 150 79   | 39             | 3 89     |
| Paint.....  | 144            | 20 56     | 632                  | 89 30    | 1              | 0 10     |
| Pitch and tar.....                                | 264            | 39 60     | 390                  | 34 72    | 114            | 11 40    |
| Rags.....   | 60             | 12 00     | 181                  | 35 20    |                |          |
| Rosin.....  |                |           | 1,949                | 98 54    | 1,978          | 196 30   |
| Soda ash.....                                     | 99             | 14 59     | 787                  | 149 97   |                |          |
| Sugar.....  | 393            | 35 08     | 3,101                | 581 34   |                |          |
| Stone, wrought.....                               | 9              | 1 70      | 365                  | 18 70    | 1,273          | 102 45   |
| Tin.....  | 246            | 36 51     | 552                  | 96 86    |                |          |
| Turpentine.....                                   |                |           | 105                  | 6 13     | 62             | 6 20     |
| White lead.....                                   | 3              | 0 45      | 137                  | 25 22    |                |          |
| Whiting.....                                      |                |           | 330                  | 65 32    |                |          |
| Whiskey and all other spirits.....                | 346            | 67 96     | 1,215                | 226 70   |                |          |
| Merchandise, not enumerated.....                  | 50,202         | 7,472 07  | 11,213               | 1,673 86 | 3,690          | 279 51   |
| Total, Class No. 4.....                           | 55,831         | 8,306 24  | 28,597               | 4,268 47 | 7,863          | 620 83   |
| <i>Class No. 5.</i>                               |                |           |                      |          |                |          |
| Bark.....   |                |           | 13                   | 3 75     |                |          |
| Barrels, empty.....                               | 96             | 19 56     | 317                  | 44 94    | 18             | 1 64     |
| Boat knees.....                                   |                |           |                      |          |                |          |
| Floats.....                                       | 40             | 1 75      | 4,740                | 82 30    | 3              | 0 25     |
| Firewood, in vessels.....                         | 9,186          | 407 44    | 11,388               | 330 27   | 19,296         | 640 54   |
| do rafts.....                                     |                |           |                      |          |                |          |
| Lumber, sawn, in vessels.....                     | 64,877         | 11,545 03 | 44,410               | 1,518 45 | 97,496         | 5,791 76 |
| do rafts.....                                     |                |           | 4                    | 0 15     | 63             | 5 00     |
| Hoops.....  |                |           |                      |          |                |          |
| Railway ties, in vessels.....                     | 327            | 28 03     | 745                  | 14 87    | 2,793          | 218 93   |
| do rafts.....                                     |                |           |                      |          |                |          |
| Masts, spars and telegraph poles, in vessels..... |                |           |                      |          |                |          |
| Masts, spars and telegraph poles, in rafts.....   |                |           | 20,986               | 524 65   |                |          |
| Square timber, in vessels.....                    | 20,354         | 3,049 94  | 2,183                | 36 78    |                |          |
| do rafts.....                                     | 262            | 16 49     | 6,770                | 169 70   |                |          |
| Woodenware and wood partly manufactured.....      | 11             | 4 40      | 36                   | 12 40    |                |          |
| Shingles.....                                     | 19             | 7 81      | 16                   | 3 26     | 146            | 17 35    |
| Split posts and fence rails, in vessels.....      |                |           |                      |          |                |          |
| do rafts.....                                     |                |           |                      |          |                |          |
| Saw logs.....                                     | 3,766          | 160 87    | 15,598               | 355 94   |                |          |
| Staves and headings, barrel.....                  | 155            | 12 40     |                      |          |                |          |
| do pipe.....                                      | 8              | 1 50      |                      |          |                |          |
| do West India.....                                |                |           |                      |          |                |          |
| do salt barrel.....                               |                |           | 9                    | 0 17     |                |          |
| Traverses.....                                    |                |           | 10,280               | 26 75    |                |          |
| Hop poles.....                                    |                |           |                      |          |                |          |
| Total, Class No. 5.....                           | 99,101         | 15,255 22 | 117,495              | 3,124 38 | 119,817        | 6,684 47 |

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

| Ottawa Canals. |           | Rideau Canal. |          | St. Peter's Canal. |         | Trent Valley Canals. |         | Murray Canal. |         |
|----------------|-----------|---------------|----------|--------------------|---------|----------------------|---------|---------------|---------|
| Tons.          | Tolls.    | Tons.         | Tolls.   | Tons.              | Tolls.  | Tons.                | Tolls.  | Tons.         | Tolls.  |
|                | \$ cts.   |               | \$ cts.  |                    | \$ cts. |                      | \$ cts. |               | \$ cts. |
| 28             | 5 32      | 28            | 2 99     |                    |         |                      |         |               |         |
| 16             | 2 62      | 131           | 15 95    |                    |         |                      |         | 4             | 0 11    |
|                |           | 67            | 8 68     |                    |         |                      |         | 9             | 0 23    |
|                |           | 25            | 2 25     |                    |         |                      |         | 2             | 0 05    |
| 33             | 4 44      | 40            | 4 56     |                    |         |                      |         | 72            | 1 86    |
| 4              | 0 76      | 78            | 8 55     |                    |         |                      |         | 13            | 0 35    |
|                |           | 4             | 0 36     |                    |         |                      |         | 10            | 0 26    |
|                |           |               |          |                    |         |                      |         | 7             | 0 18    |
| 24             | 1 42      | 102           | 9 55     |                    |         |                      |         | 44            | 1 10    |
| 11             | 0 75      | 319           | 30 06    |                    |         |                      |         | 122           | 3 59    |
| 25             | 2 70      | 416           | 39 12    |                    |         |                      |         | 85            | 2 17    |
| 1              | 0 19      | 36            | 4 25     |                    |         |                      |         |               |         |
|                |           | 28            | 2 99     |                    |         |                      |         |               |         |
| 3              | 0 44      | 6             | 0 54     |                    |         |                      |         | 5             | 0 13    |
|                |           | 5             | 0 45     |                    |         |                      |         |               |         |
|                |           | 15            | 1 94     |                    |         |                      |         | 13            | 0 33    |
| 18             | 1 24      | 501           | 49 53    |                    |         |                      |         | 99            | 2 53    |
| 3              | 0 29      | 23            | 2 82     |                    |         |                      |         |               |         |
| 2              | 0 15      | 12            | 1 17     |                    |         |                      |         | 1             | 0 03    |
|                |           |               |          |                    |         |                      |         | 25            | 0 64    |
| 1              | 0 05      | 25            | 2 31     |                    |         |                      |         |               |         |
| 20             | 1 34      | 33            | 3 00     |                    |         |                      |         | 12            | 0 32    |
| 402            | 53 30     | 88            | 8 86     |                    |         |                      |         | 965           | 24 04   |
|                |           | 1,246         | 146 37   | 1,156              | 11 56   | 129                  | 3 87    |               |         |
| 591            | 75 01     | 3,228         | 346 30   | 1,156              | 11 56   | 129                  | 3 87    | 1,488         | 37 92   |
|                |           |               |          |                    |         |                      |         |               |         |
|                |           | 51            | 1 92     |                    |         | 32                   | 0 94    | 5             | 0 10    |
| 38             | 4 60      | 77            | 6 28     |                    |         |                      |         |               |         |
| 31,600         | 335 18    | 1,415         | 24 85    |                    |         | 1,162                | 12 12   |               |         |
| 45,466         | 1,812 71  | 16,430        | 320 85   |                    |         | 12,378               | 121 90  | 945           | 7 89    |
| 423,471        | 32,352 80 | 38,519        | 1,685 15 | 2,827              | 28 27   | 592                  | 9 67    | 825           | 9 64    |
| 159            | 9 15      | 5             | 0 19     |                    |         | 202                  | 3 60    | 9             | 0 19    |
| 235            | 27 88     |               |          |                    |         |                      |         |               |         |
| 435            | 71 97     | 5,700         | 601 15   |                    |         | 165                  | 4 39    |               |         |
|                |           | 815           | 86 69    |                    |         | 180                  | 7 46    |               |         |
|                |           |               |          |                    |         |                      |         |               |         |
| 19             | 1 57      | 34            | 1 68     |                    |         |                      |         |               |         |
|                |           |               |          |                    |         | 171                  | 10 10   |               |         |
| 2,684          | 103 90    |               |          |                    |         |                      |         | 80            | 0 50    |
| 3,240          | 55 32     | 319           | 18 41    |                    |         | 1,188                | 21 25   | 1,480         | 18 50   |
|                |           |               |          |                    |         |                      |         |               |         |
| 6              | 1 01      | 22            | 2 55     |                    |         |                      |         | 41            | 0 75    |
| 597            | 465 49    | 157           | 31 06    |                    |         | 155                  | 13 39   | 5             | 0 31    |
| 4              | 1 72      | 22            | 3 74     |                    |         | 3                    | 0 15    |               |         |
|                |           |               |          |                    |         |                      |         |               |         |
| 12,662         | 292 24    | 572           | 13 40    |                    |         | 3,742                | 30 10   | 27            | 0 30    |
|                |           |               |          |                    |         |                      |         |               |         |
|                |           |               |          |                    |         |                      |         |               |         |
| 200            | 0 50      | 700           | 5 44     |                    |         | 705                  | 5 50    |               |         |
|                |           |               |          |                    |         |                      |         |               |         |
| 520,816        | 35,536 04 | 64,838        | 2,803 38 | 2,827              | 28 27   | 20,675               | 240 57  | 3,417         | 38 18   |

## No. (A) 18.—STATEMENT of Traffic on the undermentioned

| Articles.  | Welland Canal. |            | St. Lawrence Canals. |           | Chambly Canal. |           |
|--|----------------|------------|----------------------|-----------|----------------|-----------|
|  | Tons.          | Tolls.     | Tons.                | Tolls.    | Tons.          | Tolls.    |
| <i>Special Class.</i>  |                | \$ cts.    |                      | \$ cts.   |                | \$ cts.   |
| Coal .....   | 224,644        | 44,928 20  | 164,100              | 22,780 77 | 86,286         | 8,455 12  |
| Kryolite or chemical ore .....                                 | 2,871          | 143 55     | 2,083                | 104 15    |                |           |
| Iron ore .....   |                |            |                      |           |                |           |
| Stone, unwrought, not suitable for cutting .....               | 2,813          | 281 30     | 11,028               | 226 95    | 566            | 56 60     |
| Ice .....  | 1,150          | 57 50      |                      |           |                |           |
| Total, Special Class .....                                     | 231,478        | 45,410 55  | 177,211              | 23,111 87 | 86,852         | 8,511 72  |
| Total freight and tolls .....                                  | 960,020        | 198,823 88 | 544,187              | 62,726 56 | 228,919        | 19,346 58 |
| Timber and other wood, free .....                              | 389            | 17 76      | 9,728                | 1,056 98  |                |           |
| Wheat, corn, flour, iron, salt, coal, &c., free .....          | 14,604         | 2,136 20   | 382,879              | 12,188 40 | 345            | 30 34     |
| Grand Totals, passengers and tonnage of vessels not included.. | 975,013        | 200,977 84 | 936,794              | 75,971 94 | 229,264        | 19,376 92 |

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, 1st March, 1890.

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

| Ottawa Canals. |           | Rideau Canal. |          | St. Peter's Canal. |          | Trent Valley Canals. |         | Murray Canal. |         |
|----------------|-----------|---------------|----------|--------------------|----------|----------------------|---------|---------------|---------|
| Tons.          | Tolls.    | Tons.         | Tolls.   | Tons.              | Tolls.   | Tons.                | Tolls.  | Tons.         | Tolls.  |
|                | \$ cts.   |               | \$ cts.  |                    | \$ cts.  |                      | \$ cts. |               | \$ cts. |
| 648            | 23 78     | 11,391        | 483 88   | 22,601             | 226 01   |                      |         | 2,059         | 37 70   |
| 1,784          | 89 20     | 2,703         | 135 15   |                    |          |                      |         |               |         |
|                |           |               |          |                    |          | 3                    | 0 09    |               |         |
|                |           |               |          |                    |          |                      |         | 1,450         | 14 50   |
|                |           |               |          |                    |          |                      |         | 150           | 3 75    |
| 2,432          | 112 98    | 14,094        | 619 03   | 22,601             | 226 01   | 3                    | 0 09    | 3,659         | 55 95   |
| 540,431        | 40,440 39 | 89,576        | 5,910 41 | 34,520             | 1,778 48 | 20,839               | 651 73  | 11,742        | 670 05  |
| 44,610         | 515 72    | 14,520        | 242 00   |                    |          |                      |         |               |         |
|                |           | 5,217         | 151 01   |                    |          |                      |         |               |         |
| 585,041        | 40,956 11 | 109,313       | 6,303 42 | 34,520             | 1,778 48 | 20,839               | 651 73  | 11,742        | 670 05  |

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

## SUPPLEMENTARY

No. (A) 19.—SUMMARY STATEMENT of Traffic on the undermentioned Canals during each description of Property passed through,

| Articles.  | Welland Canal. |                      | St. Lawrence Canals. |                      | Chambly Canal. |                     |
|--|----------------|----------------------|----------------------|----------------------|----------------|---------------------|
|  | Tons.          | Tolls.               | Tons.                | Tolls.               | Tons.          | Tolls.              |
| Vessels of all kinds.....                            | 1,110,156      | \$ cts.<br>16,905 54 | 1,841,629            | \$ cts.<br>16,188 33 | 225,730        | \$ cts.<br>2,437 84 |
| Passengers .....                                     | No.<br>35,080  | 433 66               | No.<br>63,233        | 3,024 63             | No.<br>3,783   | 66 59               |
| <i>Forest—Produce of Wood.</i>                       |                |                      |                      |                      |                |                     |
| Bark.....  | Tons.          |                      | Tons.                |                      | Tons.          |                     |
| Boat knees.....                                      |                |                      | 13                   | 3 75                 |                |                     |
| Floats.....  | 40             | 1 75                 | 4,740                | 82 30                | 3              | 0 25                |
| do Free.....   |                |                      |                      |                      |                |                     |
| Firewood.....  | 9,186          | 407 44               | 11,388               | 330 27               | 19,296         | 649 54              |
| do Free.....   |                |                      |                      |                      |                |                     |
| Hoops and hop poles.....                             |                |                      |                      |                      |                |                     |
| Lumber, sawed.....                                   | 64,877         | 11,545 03            | 44,414               | 1,518 60             | 97,561         | 5,796 76            |
| do Free.....   |                |                      | 3,908                |                      |                |                     |
| Masts, spars, &c.....                                |                |                      | 20,986               | 524 65               |                |                     |
| Railway ties.....                                    | 327            | 28 03                | 745                  | 14 87                | 2,793          | 218 93              |
| do Free.....   |                |                      |                      |                      |                |                     |
| Saw logs.....  | 3,766          | 160 87               | 15,598               | 355 94               |                |                     |
| do Free.....   | 389            |                      |                      |                      |                |                     |
| Staves, all kinds.....                               | 163            | 13 90                | 9                    | 0 17                 |                |                     |
| Shingles.....  | 19             | 7 81                 | 16                   | 3 26                 | 146            | 17 35               |
| Split posts and rails.....                           |                |                      |                      |                      |                |                     |
| Timber, square.....                                  | 20,616         | 3,066 43             | 8,953                | 206 48               |                |                     |
| do Free.....   |                |                      | 5,820                |                      |                |                     |
| Traverses.....                                       |                |                      | 10,280               | 26 75                |                |                     |
| Total.....   | 99,383         | 15,231 26            | 126,870              | 3,067 04             | 119,799        | 6,682 83            |
| <i>Farm Stock.</i>                                   |                |                      |                      |                      |                |                     |
| Cattle.....  | 1              | 0 02                 | 402                  | 29 59                | 57             | 1 90                |
| Hogs.....  |                |                      | 27                   | 4 05                 |                |                     |
| Horses.....  | 67             | 3 02                 | 390                  | 26 54                | 6              | 0 20                |
| do Free.....   |                |                      | 2                    |                      |                |                     |
| Sheep.....   |                |                      | 96                   | 7 34                 | 152            | 5 07                |
| Total.....   | 68             | 3 04                 | 917                  | 67 52                | 215            | 7 17                |
| <i>Produce of Animals.</i>                           |                |                      |                      |                      |                |                     |
| Bones.....   |                |                      | 149                  | 18 38                | 341            | 34 10               |
| Horns and hoofs, hides and skins, raw..              | 87             | 13 05                | 33                   | 4 52                 |                |                     |
| Lard and lard oil.....                               | 126            | 25 20                | 336                  | 32 42                |                |                     |
| do Free.....   |                |                      | 100                  |                      |                |                     |
| Meats, other than pork.....                          | 19             | 3 00                 | 33                   | 3 56                 |                |                     |
| do Free.....   | 1              |                      |                      |                      |                |                     |
| Pork.....  | 276            | 55 10                | 581                  | 51 34                | 3              | 0 10                |
| do Free.....   |                |                      | 201                  |                      |                |                     |
| Tallow.....  | 77             | 12 40                | 26                   | 2 44                 |                |                     |
| Wool.....  | 1,243          | 248 30               | 13                   | 1 95                 |                |                     |
| do Free.....   | 2              |                      |                      |                      |                |                     |
| Agricultural products not enumerated,<br>animal..... |                |                      | 973                  | 137 46               |                |                     |
| Total.....   | 1,831          | 357 05               | 2,445                | 252 07               | 344            | 34 20               |

## APPENDIX A—Continued.

the season of Navigation ended 31st December, 1891, showing the Total Quantity of and the amount of Tolls collected thereon.

| Ottawa Canals. |           | Rideau Canal. |          | St. Peter's Canal. |          | Trent Valley Canals. |         | Murray Canal. |         |
|----------------|-----------|---------------|----------|--------------------|----------|----------------------|---------|---------------|---------|
| Tons.          | Tolls.    | Tons.         | Tolls.   | Tons.              | Tolls.   | Tons.                | Tolls.  | Tons.         | Tolls.  |
|                | \$ cts.   |               | \$ cts.  |                    | \$ cts.  |                      | \$ cts. |               | \$ cts. |
| 359,727        | 3,675 92  | 164,457       | 1,786 69 | 71,664             | 1,433 28 | 52,576               | 317 42  | 147,631       | 281 12  |
| No.<br>12,569  | 162 91    | No.<br>5,423  | 130 86   | No.<br>.....       | .....    | No.<br>9,547         | 88 85   | No.<br>16,651 | 197 02  |
| Tons.          |           | Tons.         |          | Tons.              |          | Tons.                |         | Tons.         |         |
| .....          |           | 51            | 1 92     | .....              |          | 32                   | 0 94    | 5             | 0 10    |
| 31,600         | 335 18    | 1,415         | 24 85    | .....              |          | 1,162                | 12 12   | .....         |         |
| 16,440         |           | .....         |          | .....              |          | .....                |         | .....         |         |
| 45,466         | 1,812 71  | 16,430        | 320 85   | .....              |          | 12,378               | 121 90  | 945           | 7 89    |
| 4,786          |           | 14,520        |          | .....              |          | .....                |         | .....         |         |
| 235            | 27 88     | .....         |          | .....              |          | .....                |         | .....         |         |
| 423,630        | 32,361 95 | 38,524        | 1,685 34 | 2,827              | 28 27    | 794                  | 13 27   | 834           | 9 83    |
| 486            |           | .....         |          | .....              |          | .....                |         | .....         |         |
| 19             | 1 57      | 34            | 1 68     | .....              |          | 171                  | 10 10   | .....         |         |
| 435            | 71 97     | 6,515         | 687 84   | .....              |          | 345                  | 11 85   | .....         |         |
| 10,000         |           | .....         |          | .....              |          | .....                |         | .....         |         |
| 12,662         | 292 24    | 572           | 13 40    | .....              |          | 3,742                | 30 10   | 27            | 0 30    |
| 10,678         |           | .....         |          | .....              |          | .....                |         | .....         |         |
| 597            | 465 49    | 157           | 31 08    | .....              |          | 155                  | 13 39   | 5             | 0 31    |
| 4              | 1 72      | 22            | 3 74     | .....              |          | 3                    | 0 15    | .....         |         |
| 5,924          | 159 22    | 319           | 18 41    | .....              |          | 1,188                | 21 25   | 1,560         | 19 00   |
| 2,220          |           | .....         |          | .....              |          | .....                |         | .....         |         |
| 200            | 0 50      | 700           | 5 44     | .....              |          | 705                  | 5 50    | .....         |         |
| 565,382        | 35,530 43 | 79,259        | 2,794 55 | 2,827              | 28 27    | 20,675               | 240 57  | 3,376         | 37 43   |
| 750            | 48 96     | 7             | 0 19     | .....              |          | .....                |         | 3             | 0 06    |
| 8              | 0 60      | .....         |          | .....              |          | .....                |         | .....         |         |
| 184            | 10 51     | 9             | 0 33     | .....              |          | .....                |         | 37            | 0 74    |
| 431            | 32 59     | 10            | 0 29     | .....              |          | .....                |         | 10            | 0 02    |
| 1,373          | 92 66     | 26            | 0 81     | .....              |          | .....                |         | 50            | 0 82    |
| 18             | 1 80      | 32            | 1 26     | .....              |          | .....                |         | .....         |         |
| 37             | 3 33      | 22            | 0 82     | .....              |          | .....                |         | 1             | 0 02    |
| 4              | 0 39      | 42            | 1 24     | .....              |          | .....                |         | 3             | 0 06    |
| 81             | 7 83      | 17            | 0 48     | .....              |          | .....                |         | .....         |         |
| 52             | 2 85      | 239           | 6 28     | .....              |          | .....                |         | 1             | 0 02    |
| 24             | 2 27      | .....         |          | .....              |          | .....                |         | 2             | 0 04    |
| 9              | 0 90      | 6             | 0 19     | .....              |          | .....                |         | .....         |         |
| 1,413          | 117 02    | 397           | 12 60    | .....              |          | .....                |         | .....         |         |
| 1,638          | 136 39    | 755           | 22 87    | .....              |          | .....                |         | 7             | 0 14    |

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

| Articles.  | Welland Canal. |            | St. Lawrence Canals. |          | Chambly Canal. |         |
|--|----------------|------------|----------------------|----------|----------------|---------|
|  | Tons.          | Tolls.     | Tons.                | Tolls.   | Tons.          | Tolls.  |
| <i>Agricultural Products.</i>                        |                |            |                      |          |                |         |
|  |                | \$ cts.    |                      | \$ cts.  |                | \$ cts. |
| Agricultural products not enumerated, vegetable..... | 444            | 28 80      | 627                  | 89 11    | 1              | 0 10    |
| do Free .....  | 52             |            | 2                    |          |                |         |
| Apples.....  | 1,223          | 33 98      | 5,088                | 726 09   | 958            | 61 84   |
| Barley.....  | 8,113          | 1,622 60   | 17,606               | 352 34   | 842            | 44 92   |
| Cotton, raw .....                                    |                |            | 2                    | 0 30     |                |         |
| Corn.....  | 185,180        | 37,035 85  | 12,339               | 1,831 35 |                |         |
| do Free .....  |                |            | 55,264               |          |                |         |
| Flax and hemp.....                                   |                |            | 2                    | 0 19     |                |         |
| do Free .....  | 1              |            |                      |          |                |         |
| Flour.....   | 13,517         | 1,911 76   | 4,799                | 655 09   | 228            | 7 60    |
| do Free .....  |                |            | 3,324                |          |                |         |
| Hay, pressed.....                                    | 121            | 19 20      | 1,599                | 86 49    | 2,785          | 113 81  |
| Meals, all kinds.....                                | 26,164         | 5,232 70   | 833                  | 39 88    |                |         |
| do Free .....  |                |            | 67                   |          |                |         |
| Manilla.....   | 139            | 20 85      | 1                    | 19       |                |         |
| Oats.....  | 52,959         | 10,591 80  | 8,923                | 243 80   | 1,239          | 41 33   |
| Pease.....   | 630            | 102 00     | 36,225               | 748 89   | 1,509          | 50 35   |
| do Free .....  |                |            | 390                  |          |                |         |
| Potatoes.....  | 25             | 2 33       | 127                  | 10 15    | 7              | 0 70    |
| Rye.....   | 65,888         | 13,136 75  | 1,939                | 39 04    |                |         |
| do Free .....  |                |            | 64,978               |          |                |         |
| Seeds, all kinds.....                                | 258            | 51 60      | 9,963                | 399 84   |                |         |
| do Free .....  |                |            | 2                    |          |                |         |
| Tobacco, raw.....                                    | 1              | 0 20       | 12                   | 1 40     |                |         |
| do Free .....  |                |            | 1                    |          |                |         |
| Wheat.....   | 198,658        | 39,092 84  | 31,058               | 1,364 92 |                |         |
| do Free .....  |                |            | 159,785              |          |                |         |
| Total .....  | 553,373        | 108,883 26 | 414,956              | 6,589 07 | 7,569          | 320 65  |
| <i>Manufactures.</i>                                 |                |            |                      |          |                |         |
| Ashes, pot and pearl.....                            | 40             | 8 00       | 112                  | 21 47    |                |         |
| do Free .....  | 31             |            | 40                   |          |                |         |
| Agricultural implements.....                         |                |            | 87                   | 13 14    |                |         |
| Barrels, empty.....                                  | 96             | 19 56      | 317                  | 44 94    | 18             | 1 64    |
| Bricks.....  | 49             | 5 52       | 13,710               | 574 16   | 467            | 30 72   |
| do Free .....  | 469            |            |                      |          |                |         |
| Cement and water lime.....                           | 418            | 62 58      | 4,609                | 647 57   | 31             | 3 10    |
| do Free .....  | 2,380          |            | 539                  |          |                |         |
| Crockery and earthenware.....                        | 5              | 0 10       | 464                  | 90 52    | 23             | 2 30    |
| do Free .....  | 251            |            |                      |          |                |         |
| Furniture.....                                       | 23             | 3 88       | 1,013                | 161 63   | 7              | 1 08    |
| do Free .....  | 1              |            | 2                    |          |                |         |
| Glass, all kinds.....                                | 32             | 4 77       | 464                  | 87 10    | 1              | 0 10    |
| do Free .....  | 30             |            | 1                    |          |                |         |
| Iron, railway.....                                   | 127            | 19 05      | 3,300                | 477 28   |                |         |
| do Free .....  | 2,855          |            |                      |          |                |         |
| Iron, pig.....                                       | 499            | 99 80      | 4,475                | 547 77   |                |         |
| do Free .....  | 112            |            | 371                  |          |                |         |
| Iron, all other.....                                 | 1,610          | 291 31     | 11,701               | 679 62   | 27             | 1 04    |
| do Free .....  | 595            |            | 14                   |          |                |         |
| Molasses.....  | 85             | 14 65      | 991                  | 98 31    | 120            | 12 00   |
| Nails.....   | 129            | 12 40      | 3,352                | 521 13   |                |         |
| do Free .....  | 560            |            |                      |          |                |         |
| Oil, in barrels.....                                 | 56             | 7 67       | 1,086                | 150 79   | 39             | 3 89    |
| do Free .....  | 64             |            |                      |          |                |         |
| Oil cake.....  |                |            | 11                   | 1 08     |                |         |
| Paint.....   | 144            | 20 56      | 632                  | 89 30    | 1              | 0 10    |
| do Free .....  | 61             |            |                      |          |                |         |

during the Season of Navigation, ended 31st December, 1891, &c.—*Continued.*

| Ottawa Canals. |         | Rideau Canal. |         | St. Peter's Canal. |         | Trent Valley Canals. |         | Murray Canal. |         |
|----------------|---------|---------------|---------|--------------------|---------|----------------------|---------|---------------|---------|
| Tons.          | Tolls.  | Tons.         | Tolls.  | Tons.              | Tolls.  | Tons.                | Tolls.  | Tons.         | Tolls.  |
|                | \$ cts. |               | \$ cts. |                    | \$ cts. |                      | \$ cts. |               | \$ cts. |
| 433            | 40 79   | 360           | 17 26   | 6,189              | 61 89   |                      |         | 267           | 5 16    |
| 44             | 1 93    | 107           | 3 60    |                    |         |                      |         | 146           | 2 80    |
| 150            | 11 22   | 373           | 8 89    |                    |         |                      |         | 756           | 14 19   |
|                |         | 22            | 0 61    |                    |         |                      |         | 3             | 0 06    |
|                |         |               |         |                    |         |                      |         |               |         |
| 112            | 10 05   | 690           | 17 51   | 1,299              | 12 99   | 25                   | 25      | 14            | 0 27    |
| 263            | 25 23   | 880           | 20 72   |                    |         |                      |         |               |         |
| 17             | 1 57    | 7             | 0 18    |                    |         |                      |         |               |         |
|                |         |               |         |                    |         |                      |         | 7             | 0 18    |
| 1,038          | 82 86   | 124           | 3 27    |                    |         |                      |         | 17            | 0 32    |
| 2,749          | 191 78  | 140           | 4 20    |                    |         |                      |         | 366           | 6 87    |
|                |         |               |         |                    |         |                      |         |               |         |
| 465            | 38 00   | 183           | 5 56    |                    |         |                      |         | 7             | 0 14    |
| 47             | 4 32    | 170           | 4 51    |                    |         |                      |         | 527           | 9 91    |
|                |         |               |         |                    |         |                      |         |               |         |
| 37             | 3 46    | 15            | 0 48    |                    |         |                      |         |               |         |
|                |         |               |         |                    |         |                      |         | 2             | 0 04    |
|                |         |               |         |                    |         |                      |         |               |         |
| 18             | 1 76    | 290           | 8 90    |                    |         |                      |         | 816           | 15 32   |
|                |         |               |         |                    |         |                      |         |               |         |
| 5,373          | 412 97  | 3,361         | 95 69   | 7,488              | 74 88   | 25                   | 25      | 2,928         | 55 26   |
|                |         |               |         |                    |         |                      |         |               |         |
| 28             | 5 32    | 28            | 2 99    |                    |         |                      |         |               |         |
|                |         |               |         |                    |         |                      |         |               |         |
| 16             | 2 62    | 131           | 15 95   |                    |         |                      |         | 4             | 0 11    |
| 38             | 4 60    | 77            | 6 28    |                    |         |                      |         |               |         |
|                |         | 40            | 1 20    |                    |         |                      | 68      |               |         |
| 24             | 2 36    | 222           | 5 90    |                    |         |                      |         | 102           | 1 92    |
|                |         | 67            | 8 68    |                    |         |                      |         | 9             | 0 23    |
|                |         |               |         |                    |         |                      |         |               |         |
| 33             | 4 44    | 40            | 4 56    |                    |         |                      |         | 72            | 1 86    |
|                |         |               |         |                    |         |                      |         |               |         |
| 4              | 0 76    | 78            | 8 55    |                    |         |                      |         | 13            | 0 35    |
|                |         | 60            | 1 78    |                    |         |                      |         |               |         |
|                |         |               |         |                    |         |                      |         |               |         |
|                |         | 63            | 1 96    |                    |         |                      |         | 1             | 0 02    |
|                |         |               |         |                    |         |                      |         |               |         |
| 72             | 3 15    | 295           | 8 08    |                    |         |                      |         | 61            | 1 18    |
|                |         |               |         |                    |         |                      |         |               |         |
| 24             | 1 42    | 102           | 9 55    |                    |         |                      |         | 44            | 1 10    |
| 11             | 0 75    | 319           | 30 06   |                    |         |                      |         | 122           | 3 59    |
|                |         |               |         |                    |         |                      |         |               |         |
| 25             | 2 70    | 416           | 39 12   |                    |         |                      |         | 85            | 2 17    |
|                |         |               |         |                    |         |                      |         |               |         |
|                |         | 3             | 0 10    |                    |         |                      |         |               |         |
| 1              | 0 19    | 36            | 4 25    |                    |         |                      |         |               |         |
|                |         |               |         |                    |         |                      |         |               |         |



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

| Articles.  | Welland Canal. |            | St. Lawrence Canal. |           | Chambly Canal. |           |
|--|----------------|------------|---------------------|-----------|----------------|-----------|
|  | Tons.          | Tolls.     | Tons.               | Tolls.    | Tons.          | Tolls.    |
| <i>Manufactures—Con.</i>   |                | \$ cts.    |                     | \$ cts.   |                | \$ cts.   |
| Pitch and tar.....   | 264            | 39 60      | 390                 | 34 72     | 114            | 11 40     |
| do Free.....   | 22             |            |                     |           |                |           |
| Rosin.....   |                |            | 1,949               | 98 54     | 1,978          | 196 30    |
| Soda ash.....  | 99             | 14 50      | 787                 | 149 97    |                |           |
| do Free.....   | 377            |            |                     |           |                |           |
| Spirits, whiskey, &c   | 346            | 67 96      | 1,215               | 226 70    |                |           |
| do Free.....   | 294            |            | 105                 |           |                |           |
| Steel.....   | 6,220          | 933 00     | 817                 | 109 32    |                |           |
| Sugar.....   | 393            | 35 08      | 3,101               | 581 34    |                |           |
| do Free.....   | 412            |            |                     |           |                |           |
| Tin.....   | 246            | 36 51      | 552                 | 96 86     |                |           |
| do Free.....   | 23             |            |                     |           |                |           |
| Turpentine.....  |                |            | 105                 | 6 13      | 62             | 6 20      |
| White lead.....  | 3              | 0 45       | 137                 | 25 22     |                |           |
| do Free.....   | 3              |            |                     |           |                |           |
| Whiting.....   |                |            | 330                 | 65 32     |                |           |
| do Free.....   | 50             |            |                     |           |                |           |
| Woodenware.....  | 11             | 4 40       | 36                  | 12 40     |                |           |
| Total.....   | 19,485         | 1,701 44   | 56,765              | 5,612 33  | 2,888          | 269 87    |
| <i>Merchandise.</i>  |                |            |                     |           |                |           |
| Brimstone.....   | 66             | 9 90       | 159                 | 14 98     | 140            | 27 65     |
| Clay, lime and sand  | 70             | 5 25       | 32,259              | 1,517 89  | 4,603          | 462 74    |
| do Free.....   | 206            |            | 563                 |           | 345            |           |
| Coal.....  | 224,644        | 44,928 20  | 164,100             | 22,780 77 | 86,286         | 8,455 12  |
| do Free.....   |                |            | 94,690              |           |                |           |
| Dye woods and dye stuffs   |                |            | 100                 | 8 40      | 55             | 5 50      |
| Fish.....  | 305            | 40 56      | 328                 | 31 27     |                |           |
| do Free.....   | 7              |            |                     |           |                |           |
| Gypsum.....  |                |            | 1,718               | 28 65     |                |           |
| Ores, all kinds.....   | 2,871          | 143 55     | 2,083               | 104 15    |                |           |
| do Free.....   | 544            |            | 1,410               |           |                |           |
| Marble.....  | 3,556          | 533 40     | 20                  | 3 93      |                |           |
| Rags.....  | 60             | 12 00      | 181                 | 35 20     |                |           |
| Salt.....  | 2,567          | 502 80     | 8,467               | 1,128 66  | 187            | 7 46      |
| do Free.....   | 4,391          |            |                     |           |                |           |
| Stone, all kinds.....  | 9,424          | 1,603 40   | 16,522              | 597 81    | 3,143          | 289 45    |
| do Free.....   |                |            | 750                 |           |                |           |
| All other goods and merchandise, not<br>enumerated.....                | 51,352         | 7,529 57   | 11,213              | 1,673 86  | 3,690          | 279 51    |
| do Free.....   | 810            |            | 278                 |           |                |           |
| Total.....   | 300,873        | 55,308 63  | 334,841             | 27,925 57 | 98,449         | 9,527 43  |
| Grand totals (passengers and ton-<br>nage of vessels not included).... | 975,013        | 198,823 88 | 936,794             | 62,726 56 | 229,264        | 19,346 58 |

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, 1st March, 1892.

during the Season of Navigation ended 31st December, 1891, &c.—*Concluded.*

| Ottawa Canals. |           | Rideau Canal. |          | St. Peter's Canal. |          | Trent Valley Canals. |         | Murray Canal. |         |
|----------------|-----------|---------------|----------|--------------------|----------|----------------------|---------|---------------|---------|
| Tons.          | Tolls.    | Tons.         | Tolls.   | Tons.              | Tolls.   | Tons.                | Tolls.  | Tons.         | Tolls.  |
|                | \$ cts.   |               | \$ cts.  |                    | \$ cts.  |                      | \$ cts. |               | \$ cts. |
|                |           | 28            | 2 99     |                    |          |                      |         |               |         |
|                |           | 5             | 0 45     |                    |          |                      |         |               |         |
|                |           | 15            | 1 94     |                    |          |                      |         | 13            | 0 33    |
| 20             | 1 34      | 88            | 8 86     |                    |          |                      |         | 12            | 0 32    |
|                |           | 30            | 1 01     |                    |          |                      |         |               |         |
| 18             | 1 24      | 501           | 49 53    |                    |          |                      |         | 99            | 2 53    |
| 2              | 0 15      | 12            | 1 17     |                    |          |                      |         | 1             | 0 03    |
|                |           | 25            | 2 31     |                    |          |                      |         | 25            | 0 64    |
| 1              | 0 05      | 33            | 3 00     |                    |          |                      |         |               |         |
| 6              | 1 01      | 22            | 2 55     |                    |          |                      |         | 41            | 0 75    |
| 323            | 32 10     | 2,736         | 222 82   |                    |          | 7                    | 0 68    | 704           | 17 13   |
|                |           |               |          |                    |          |                      |         |               |         |
| 8,091          | 229 22    | 92            | 2 16     |                    |          |                      |         | 1             | 0 02    |
| 648            | 23 78     | 11,391        | 483 88   | 22,601             | 226 01   |                      |         | 2,059         | 37 70   |
|                |           | 4,313         |          |                    |          |                      |         |               |         |
| 3              | 0 26      | 25            | 2 25     | 448                | 4 48     |                      |         | 2             | 0 05    |
|                |           | 73            | 1 90     |                    |          |                      |         | 6             | 0 12    |
|                |           |               |          |                    |          |                      |         |               |         |
| 1,784          | 89 20     | 2,703         | 135 15   |                    |          | 3                    | 0 09    |               |         |
|                |           | 554           |          |                    |          |                      |         |               |         |
|                |           | 4             | 0 36     |                    |          |                      |         | 10            | 0 26    |
| 3              | 0 44      | 6             | 0 54     |                    |          |                      |         | 5             | 0 18    |
| 17             | 0 50      | 1,683         | 47 33    |                    |          |                      |         | 28            | 0 54    |
|                |           |               |          |                    |          |                      |         |               |         |
| 4              | 0 31      | 736           | 36 18    |                    |          |                      |         | 1,451         | 14 52   |
|                |           | 350           |          |                    |          |                      |         |               |         |
| 402            | 53 30     | 1,246         | 146 37   | 1,156              | 11 56    | 129                  | 3 87    | 1,115         | 27 79   |
|                |           |               |          |                    |          |                      |         |               |         |
| 10,952         | 397 01    | 23,176        | 856 12   | 24,205             | 242 05   | 132                  | 3 96    | 4,677         | 80 13   |
|                |           |               |          |                    |          |                      |         |               |         |
| 585,041        | 40,440 39 | 109,313       | 5,910 41 | 34,520             | 1,178 48 | 20,839               | 651 73  | 11,742        | 670 05  |

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

## SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 20.—STATEMENT showing the Amount of Tolls accrued each month during the Season of Navigation, ended 31st December, 1891.

| Canals and Offices.             | April.   | May.      | June.     | July.     | August.   | September. | October.  | November. | December. | Total Tolls. |
|---------------------------------|----------|-----------|-----------|-----------|-----------|------------|-----------|-----------|-----------|--------------|
|                                 | \$ cts.  | \$ cts.   | \$ cts.   | \$ cts.   | \$ cts.   | \$ cts.    | \$ cts.   | \$ cts.   | \$ cts.   | \$ cts.      |
| <b>WELLAND CANAL.</b>           |          |           |           |           |           |            |           |           |           |              |
| Chippawa.....                   | 3,746 67 | 22 24     | 11 03     | 3 79      | 11 84     | 9 78       | 6 02      | 5 30      | .....     | 70 00        |
| Colborne.....                   | 2,620 79 | 17,236 94 | 18,931 79 | 19,048 57 | 24,780 58 | 24,832 34  | 18,735 94 | 10,127 52 | 840 43    | 138,280 78   |
| Dalhousie.....                  | .....    | 11,465 72 | 8,006 53  | 6,407 44  | 6,852 84  | 8,199 83   | 10,952 98 | 3,694 07  | 24 35     | 58,824 55    |
| Dunnville.....                  | .....    | 30 19     | 118 38    | 40 95     | 52 81     | 28 80      | 106 43    | 116 57    | .....     | 494 13       |
| Maitland.....                   | 8 75     | 0 65      | .....     | 1 23      | .....     | .....      | 1 00      | .....     | .....     | 11 63        |
| Robinson.....                   | 49 46    | 105 53    | 71 93     | 32 81     | 64 99     | 8 73       | 95 91     | 107 08    | 13 39     | 549 83       |
| St. Catharines.....             | 64 32    | 80 83     | 54 76     | 87 48     | 109 84    | 85 51      | 65 47     | 41 48     | 3 24      | 592 96       |
| Total, Welland Canal.....       | 6,489 99 | 28,942 10 | 27,794 42 | 25,622 27 | 31,872 90 | 33,165 02  | 29,963 75 | 14,092 02 | 881 41    | 198,823 88   |
| <b>ST. LAWRENCE CANALS.</b>     |          |           |           |           |           |            |           |           |           |              |
| Beauharnois.....                | 1 44     | 45 14     | 117 04    | 237 38    | 235 03    | 374 20     | 177 72    | 115 01    | .....     | 1,302 96     |
| Cardinal.....                   | 7 80     | 151 68    | 100 24    | 211 59    | 24 04     | 74 69      | 91 82     | 48 61     | 1 45      | 711 92       |
| Cornwall.....                   | .....    | 2,047 43  | 4,297 33  | 4,866 31  | 3,160 57  | 2,720 20   | 3,108 80  | 2,505 68  | 66 89     | 22,783 30    |
| Kingston.....                   | .....    | 1,687 13  | 1,969 31  | 1,969 78  | 1,242 03  | 813 58     | 1,681 84  | 1,169 74  | .....     | 10,473 41    |
| Lachine.....                    | 19 19    | 252 74    | 366 33    | 330 29    | 273 96    | 457 25     | 431 94    | 270 58    | 4 92      | 2,427 20     |
| Montreal.....                   | 140 79   | 2,789 07  | 3,390 96  | 4,371 38  | 4,605 41  | 3,961 51   | 3,146 65  | 2,622 00  | .....     | 25,027 77    |
| Total, St. Lawrence Canals..... | 169 22   | 6,973 19  | 10,241 21 | 11,926 73 | 9,541 04  | 8,410 52   | 8,658 77  | 6,732 62  | 73 26     | 62,726 56    |
| <b>CHAMBLY CANAL.</b>           |          |           |           |           |           |            |           |           |           |              |
| Chamby.....                     | .....    | 648 74    | 1,098 87  | 1,196 00  | 1,281 19  | 885 01     | 1,511 46  | 927 83    | .....     | 7,549 10     |
| St. John's.....                 | .....    | 2,613 46  | 1,856 57  | 79 38     | 1,401 14  | 1,192 17   | 1,353 25  | 864 50    | .....     | 9,390 47     |
| St. Ours.....                   | .....    | 47 87     | 70 77     | 1,875 41  | 60 16     | 103 73     | 178 20    | 100 87    | .....     | 2,437 01     |
| Total, Chamby Canal.....        | .....    | 3,310 07  | 3,026 21  | 3,150 79  | 2,742 49  | 2,180 91   | 3,042 91  | 1,893 20  | .....     | 19,346 58    |

|                                       |          |           |           |           |           |           |           |           |            |
|---------------------------------------|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------|
| OTTAWA CANALS.                        |          |           |           |           |           |           |           |           |            |
| Ottawa.....                           | 190 03   | 5,129 73  | 3,941 19  | 3,597 40  | 2,629 84  | 2,268 53  | 2,457 89  | 1,520 54  | 21,734 65  |
| Carillon.....                         | 9 67     | 21 92     | 9 64      | 8 98      | 6 10      | 5 19      | 24 82     | 32 11     | 118 83     |
| Grenville.....                        | 325 09   | 2,757 48  | 2,784 31  | 3,017 00  | 2,542 39  | 2,078 88  | 1,863 28  | 1,697 12  | 17,065 55  |
| St. Anne's.....                       | 17 06    | 147 77    | 203 04    | 274 81    | 234 00    | 245 07    | 304 48    | 94 10     | 1,521 36   |
| Total, Ottawa Canals.....             | 541 88   | 8,056 90  | 6,938 18  | 6,898 19  | 5,412 33  | 4,598 07  | 4,649 97  | 3,943 87  | 40,440 39  |
| RIDEAU CANAL.                         |          |           |           |           |           |           |           |           |            |
| Kingston Mills.....                   |          | 165 94    | 282 46    | 329 49    | 257 00    | 178 89    | 153 16    | 112 96    | 1,479 90   |
| Ottawa.....                           | 9 14     | 383 84    | 706 02    | 620 32    | 600 07    | 539 26    | 681 04    | 348 11    | 3,898 40   |
| Smith's Falls.....                    |          | 29 05     | 54 91     | 175 69    | 102 81    | 85 27     | 52 56     | 31 82     | 532 11     |
| Total, Rideau Canal.....              | 9 14     | 588 83    | 1,043 39  | 1,125 50  | 959 88    | 803 42    | 887 36    | 492 89    | 5,919 41   |
| ST. PETER'S CANAL.                    |          |           |           |           |           |           |           |           |            |
| St. Peter's.....                      | 28 89    | 154 70    | 112 98    | 102 35    | 111 36    | 282 77    | 438 40    | 383 37    | 1,778 48   |
| NEWCASTLE DISTRICT CANALS.            |          |           |           |           |           |           |           |           |            |
| Bobcaygeon.....                       |          | 9 50      | 45 63     | 70 56     | 91 32     | 67 38     | 57 03     | 10 25     | 351 67     |
| Buckhorn.....                         |          |           | 20 75     | 10 85     | 9 40      | 8 75      | 0 30      |           | 50 05      |
| Burlington.....                       |          | 3 93      | 18 83     | 18 60     | 11 39     | 21 57     | 19 93     | 1 75      | 96 00      |
| Fenelon Falls.....                    |          | 0 50      | 2 25      | 0 50      | 0 50      | 3 70      |           | 1 25      | 8 70       |
| Hastings.....                         |          | 1 50      | 4 25      | 8 00      | 6 25      | 2 25      | 1 25      |           | 23 50      |
| Peterborough.....                     | 2 70     | 12 10     | 22 24     | 21 35     | 18 74     | 21 59     | 16 54     | 6 55      | 121 81     |
| Total, Newcastle District Canals..... | 2 70     | 27 53     | 113 95    | 129 86    | 137 60    | 125 24    | 95 05     | 19 80     | 651 73     |
| MURRAY CANAL.                         |          |           |           |           |           |           |           |           |            |
| Brighton.....                         | 13 52    | 54 85     | 135 67    | 146 09    | 178 74    | 63 85     | 46 05     | 31 28     | 670 05     |
| Grand Total.....                      | 7,255 34 | 48,108 17 | 49,406 01 | 49,101 78 | 50,956 34 | 49,629 80 | 47,882 26 | 26,889 05 | 330,348 08 |

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

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, 1st March, 1892.

SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 21.—GENERAL STATEMENT showing the Number, Tonnage and Nationality of Vessels passed through all the Canals during the Season of Navigation ended the 31st December, 1891, and the Amount of Tolls collected thereon.

| Vessels.                             | Total Number. | From Canadian to Canadian Ports. |         | From Canadian to United States Ports. |       | From United States to United States Ports. |         | From United States to Canadian Ports. |         | Tons.     |         | Total Tons. | Amount of Tolls. |
|--------------------------------------|---------------|----------------------------------|---------|---------------------------------------|-------|--|---------|---------------------------------------|---------|-----------|---------|-------------|------------------|
|                                      |               | Up.                              | Down.   | Up.                                   | Down. | Up.  | Down.   | Up.                                   | Down.   | Up.       | Down.   |             |                  |
| WELLAND CANAL.                       |               |                                  |         |                                       |       |  |         |                                       |         |           |         |             |                  |
| Canadian vessels, steam ..           | 1,147         | 92,764                           | 86,418  | 74,643                                | 2,352 | 262  | 292     | 7,294                                 | 89,946  | 174,963   | 179,008 | 353,971     | 3,952 11         |
| do sail.....                         | 641           | 30,005                           | 28,405  | 48,708                                | 4,835 | 288  | .....   | 9,056                                 | 52,624  | 88,057    | 85,864  | 173,921     | 3,460 34         |
| Total Canadian.....                  | 1,788         | 122,769                          | 114,823 | 123,351                               | 7,187 | 550  | 292     | 16,350                                | 142,570 | 263,020   | 264,872 | 527,892     | 7,412 45         |
| United States vessels, steam.....    | 522           | 1                                | 1       | 9,180                                 | 204   | 227,752                                    | 195,905 | 201                                   | 45,412  | 237,134   | 241,522 | 478,656     | 7,187 03         |
| do sail.....                         | 284           | 91                               | 40      | 3,887                                 | 576   | 48,252                                     | 35,005  | 457                                   | 15,300  | 52,687    | 50,921  | 103,608     | 2,306 06         |
| Total United States.....             | 806           | 92                               | 41      | 13,067                                | 780   | 276,004                                    | 230,910 | 658                                   | 60,712  | 289,821   | 292,443 | 582,264     | 9,493 09         |
| Grand Total, Welland Canal.....      | 2,594         | 122,861                          | 114,864 | 136,418                               | 7,967 | 276,554                                    | 231,202 | 17,008                                | 203,282 | 552,841   | 557,315 | 1,110,156   | 16,905 54        |
| ST. LAWRENCE CANALS.                 |               |                                  |         |                                       |       |  |         |                                       |         |           |         |             |                  |
| Canadian vessels, steam.....         | 3,041         | 353,192                          | 299,992 | 17,127                                | 608   | .....                                      | .....   | .....                                 | 5,347   | 370,319   | 305,947 | 676,266     | 3,920 31         |
| do sail.....                         | 5,706         | 550,410                          | 407,809 | 46,487                                | 320   | .....                                      | .....   | .....                                 | 70,129  | 596,897   | 478,258 | 1,075,155   | 11,565 42        |
| Total Canadian.....                  | 747           | 903,602                          | 707,801 | 63,614                                | 928   | .....                                      | .....   | .....                                 | 75,476  | 967,216   | 784,205 | 1,751,421   | 15,485 73        |
| United States vessels, steam.....    | 582           | 307                              | 1,377   | 3,761                                 | 75    | 6,134                                      | 6,965   | 63                                    | 5,298   | 10,265    | 13,715  | 23,980      | 184 98           |
| do sail.....                         | 604           | 517                              | 14,083  | 7,349                                 | 1,602 | 875  | 943     | 30,362                                | 10,497  | 39,103    | 27,125  | 66,228      | 517 62           |
| Total United States.....             | 1,186         | 824                              | 15,460  | 11,110                                | 1,677 | 7,009                                      | 7,908   | 30,425                                | 15,795  | 49,368    | 40,840  | 90,208      | 702 60           |
| Grand Total, St. Lawrence Canals.... | 1,933         | 904,426                          | 723,261 | 74,724                                | 2,605 | 7,009                                      | 7,908   | 30,425                                | 91,271  | 1,016,584 | 825,045 | 1,841,629   | 16,188 33        |
| CHAMBLEY CANAL.                      |               |                                  |         |                                       |       |  |         |                                       |         |           |         |             |                  |
| Canadian vessels, steam.....         | 464           | 32,206                           | 31,006  | 94                                    | ..... | .....                                      | .....   | .....                                 | 746     | 32,300    | 31,752  | 64,052      | 206 74           |

|                                     |       |        |         |        |        |       |       |       |        |        |         |         |          |
|-------------------------------------|-------|--------|---------|--------|--------|-------|-------|-------|--------|--------|---------|---------|----------|
| do sail.....                        | 555   | 10,411 | 9,792   | 7,389  | .....  | ..... | ..... | ..... | 17,240 | 17,750 | 27,082  | 44,782  | 632 22   |
| Total Canadian .....                | 1,019 | 42,617 | 40,798  | 7,433  | .....  | ..... | ..... | ..... | 17,986 | 50,050 | 58,784  | 108,834 | 838 96   |
| United States vessels, steam.....   | 28    | 352    | 309     | 134    | .....  | ..... | ..... | ..... | 230    | 486    | 539     | 1,025   | 10 54    |
| do sail .....                       | 1,006 | 1,471  | 2,660   | 41,875 | .....  | ..... | ..... | ..... | 69,865 | 43,346 | 72,525  | 115,871 | 1,588 34 |
| Total United States.....            | 1,034 | 1,823  | 2,969   | 42,009 | .....  | ..... | ..... | ..... | 70,095 | 43,832 | 73,064  | 116,896 | 1,598 38 |
| Grand Total, Chamby Canal.....      | 2,053 | 44,440 | 43,767  | 49,442 | .....  | ..... | ..... | ..... | 88,081 | 93,882 | 131,848 | 225,730 | 2,437 84 |
| OTTAWA CANALS.                      |       |        |         |        |        |       |       |       |        |        |         |         |          |
| Canadian vessels, steam.....        | 1,025 | 52,480 | 112,784 | .....  | 2,312  | ..... | ..... | ..... | .....  | 52,480 | 115,096 | 167,576 | 682 17   |
| do sail .....                       | 1,123 | 8,699  | 134,287 | .....  | 18,040 | ..... | ..... | ..... | .....  | 8,699  | 152,327 | 161,026 | 2,274 15 |
| Total Canadian.....                 | 2,148 | 61,179 | 247,071 | .....  | 20,352 | ..... | ..... | ..... | .....  | 61,179 | 267,423 | 328,602 | 2,956 32 |
| United States vessels, steam.....   | 4     | 102    | 33      | .....  | 51     | ..... | ..... | ..... | .....  | 102    | 84      | 186     | 2 23     |
| do sail .....                       | 312   | 4,677  | 1,043   | .....  | 25,219 | ..... | ..... | ..... | .....  | 4,677  | 26,262  | 30,939  | 717 31   |
| Total United States.....            | 316   | 4,779  | 1,076   | .....  | 25,270 | ..... | ..... | ..... | .....  | 4,779  | 26,346  | 31,125  | 719 60   |
| Grand Total, Ottawa Canals.....     | 2,464 | 65,958 | 248,147 | .....  | 45,622 | ..... | ..... | ..... | .....  | 65,958 | 293,769 | 359,727 | 3,675 92 |
| RIDEAU CANAL.                       |       |        |         |        |        |       |       |       |        |        |         |         |          |
| Canadian vessels, steam.....        | 1,299 | 35,585 | 42,426  | 126    | .....  | ..... | ..... | ..... | .....  | 35,711 | 42,426  | 78,137  | 762 11   |
| do sail .....                       | 945   | 32,445 | 35,649  | 871    | .....  | ..... | ..... | ..... | .....  | 33,316 | 35,649  | 68,965  | 766 05   |
| Total Canadian.....                 | 2,244 | 68,030 | 78,075  | 997    | .....  | ..... | ..... | ..... | .....  | 69,027 | 78,075  | 147,102 | 1,528 16 |
| United States vessels, steam.....   | 69    | 323    | 388     | .....  | .....  | ..... | ..... | ..... | .....  | 323    | 388     | 711     | 16 83    |
| do sail .....                       | 181   | 2,314  | 9,851   | 4,479  | .....  | ..... | ..... | ..... | .....  | 6,793  | 9,851   | 16,644  | 241 70   |
| Total United States.....            | 250   | 2,637  | 10,239  | 4,479  | .....  | ..... | ..... | ..... | .....  | 7,116  | 10,239  | 17,355  | 258 53   |
| Grand Total, Rideau Canal.....      | 2,494 | 70,677 | 88,314  | 5,476  | .....  | ..... | ..... | ..... | .....  | 76,143 | 88,314  | 164,457 | 1,786 69 |
| ST. PETER'S CANAL.                  |       |        |         |        |        |       |       |       |        |        |         |         |          |
| Canadian vessels, steam.....        | 129   | 11,167 | 11,983  | .....  | .....  | ..... | ..... | ..... | .....  | 11,167 | 11,983  | 23,150  | 463 00   |
| do sail .....                       | 992   | 24,150 | 24,364  | .....  | .....  | ..... | ..... | ..... | .....  | 24,150 | 24,364  | 48,514  | 970 28   |
| Grand Total, St. Peter's Canal..... | 1,121 | 35,317 | 36,347  | .....  | .....  | ..... | ..... | ..... | .....  | 35,317 | 36,347  | 71,664  | 1,433 28 |

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

| Vessels.                          | Total Number. | From Canadian to Canadian Ports. |        | From Canadian to United States Ports. |       | From United States to United States Ports. |       | From United States to Canadian Ports. |       | Tons.   |        | Total Tons. | Amount of Tolls. |
|-----------------------------------|---------------|----------------------------------|--------|---------------------------------------|-------|--|-------|---------------------------------------|-------|---------|--------|-------------|------------------|
|                                   |               | Up.                              | Down.  | Up.                                   | Down. | Up.  | Down. | Up.                                   | Down. | Up.     | Down.  |             |                  |
| TRENT VALLEY CANALS.              |               |                                  |        |                                       |       |  |       |                                       |       |         |        |             |                  |
| Canadian vessels, steam.          | 747           | 14,749                           | 14,844 |                                       |       |  |       |                                       |       | 14,749  | 14,844 | 29,593      | 223 50           |
| do sail                           | 385           | 11,904                           | 11,071 |                                       |       |  |       |                                       |       | 11,904  | 11,071 | 22,975      | 93 33            |
| Total Canadian                    | 1,132         | 26,653                           | 25,915 |                                       |       |  |       |                                       |       | 26,653  | 25,915 | 52,568      | 316 92           |
| United States vessels, steam      |               |                                  |        |                                       |       |  |       |                                       |       |         |        |             |                  |
| do sail                           | 2             | 4                                | 4      |                                       |       |  |       |                                       |       | 4       | 4      | 8           | 50               |
| Total United States               | 2             | 4                                | 4      |                                       |       |  |       |                                       |       | 4       | 4      | 8           | 50               |
| Grand Total, Trent Valley Canals. | 1,134         | 26,657                           | 25,919 |                                       |       |  |       |                                       |       | 26,657  | 25,919 | 52,576      | 317 42           |
| MURRAY CANAL.                     |               |                                  |        |                                       |       |  |       |                                       |       |         |        |             |                  |
| Canadian vessels, steam.          | 859           | 90,376                           | 31,935 | 5,325                                 |       |  |       |                                       |       | 95,701  | 38,668 | 134,369     | 226 93           |
| do sail                           | 188           | 5,975                            | 4,403  | 1,038                                 | 175   |  |       |                                       |       | 7,013   | 5,989  | 13,002      | 51 60            |
| Total Canadian.                   | 1,047         | 96,351                           | 36,338 | 6,363                                 | 175   |  |       |                                       |       | 102,714 | 44,657 | 147,371     | 278 52           |
| United States vessels, steam      | 2             | 163                              | 5      |                                       |       |  |       |                                       |       | 163     | 5      | 168         | 0 50             |
| do sail                           | 6             | 35                               | 57     |                                       |       |  |       |                                       |       | 35      | 57     | 92          | 2 00             |
| Total United States               | 8             | 198                              | 62     |                                       |       |  |       |                                       |       | 198     | 62     | 260         | 2 50             |
| Grand Total, Murray Canal.        | 1,055         | 96,549                           | 36,400 | 6,363                                 | 175   |  |       |                                       |       | 102,912 | 44,719 | 147,631     | 281 12           |

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

| Vessels.                                     | Total Number. | From Canadian to Canadian Ports. |           | From Canadian to United States Ports. |        | From United States to United States Ports. |         | From United States to Canadian Ports. |         | Tons.     |           | Total Tons. | Amount of Tolls. |
|--|---------------|----------------------------------|-----------|---------------------------------------|--------|--|---------|---------------------------------------|---------|-----------|-----------|-------------|------------------|
|  |               | Up.                              | Down.     | Up.                                   | Down.  | Up.  | Down.   | Up.                                   | Down.   | Up.       | Down.     |             |                  |
| CANADIAN VESSELS.                            |               |                                  |           |                                       |        |  |         |                                       |         |           |           |             |                  |
| Steam and Sail.                              |               |                                  |           |                                       |        |  |         |                                       |         |           |           |             |                  |
| Welland.....                                 | 1,788         | 122,769                          | 114,823   | 123,351                               | 7,187  | 550  | 292     | 16,350                                | 142,570 | 263,020   | 264,872   | 527,892     | 7,412 45         |
| St. Lawrence.....                            | 747           | 903,602                          | 707,801   | 63,614                                | 928    | .....                                      | .....   | 967,216                               | 75,476  | 967,216   | 784,205   | 1,751,421   | 15,485 73        |
| Chambly.....                                 | 1,019         | 42,617                           | 40,798    | 7,433                                 | .....  | .....                                      | .....   | 50,050                                | 17,886  | 61,179    | 58,784    | 108,834     | 838 96           |
| Ottawa.....                                  | 2,148         | 61,179                           | 247,071   | .....                                 | 20,352 | .....                                      | .....   | 297,423                               | .....   | 69,027    | 297,423   | 328,902     | 2,956 32         |
| Rideau.....                                  | 2,244         | 68,030                           | 78,075    | 997                                   | .....  | .....                                      | .....   | .....                                 | .....   | 35,317    | 78,075    | 147,102     | 1,528 16         |
| St. Peter's.....                             | 1,121         | 35,317                           | 36,347    | .....                                 | .....  | .....                                      | .....   | .....                                 | .....   | 26,653    | 36,347    | 71,654      | 1,433 28         |
| Trent Valley.....                            | 1,132         | 26,653                           | 25,915    | .....                                 | .....  | .....                                      | .....   | .....                                 | .....   | 102,714   | 25,915    | 52,568      | 316 92           |
| Murray.....                                  | 1,047         | 96,351                           | 36,338    | 6,363                                 | 175    | .....                                      | .....   | .....                                 | 8,144   | .....     | 44,657    | 147,371     | 278 62           |
| Total Canadian.....                          | 11,246        | 1,356,518                        | 1,287,168 | 201,758                               | 28,642 | 550  | 292     | 16,350                                | 244,176 | 1,575,176 | 1,560,278 | 3,135,454   | 30,250 44        |
| UNITED STATES VESSELS.                       |               |                                  |           |                                       |        |  |         |                                       |         |           |           |             |                  |
| Steam and Sail.                              |               |                                  |           |                                       |        |  |         |                                       |         |           |           |             |                  |
| Welland.....                                 | 806           | 92                               | 41        | 13,067                                | 780    | 276,004                                    | 230,910 | 658                                   | 60,712  | 289,821   | 292,443   | 582,264     | 9,493 09         |
| St. Lawrence.....                            | 1,186         | 824                              | 15,460    | 11,110                                | 1,677  | 7,009                                      | 7,908   | 30,425                                | 15,735  | 49,368    | 40,840    | 90,208      | 702 60           |
| Chambly.....                                 | 1,034         | 1,823                            | 2,969     | 42,006                                | .....  | .....                                      | .....   | .....                                 | 70,095  | 43,882    | 73,064    | 116,896     | 1,598 88         |
| Ottawa.....                                  | 316           | 4,779                            | 1,076     | .....                                 | 25,270 | .....                                      | .....   | .....                                 | .....   | 7,116     | 26,346    | 31,125      | 719 60           |
| Rideau.....                                  | 250           | 2,637                            | 10,239    | 4,479                                 | .....  | .....                                      | .....   | .....                                 | .....   | .....     | 10,239    | 17,355      | 258 53           |
| St. Peter's.....                             | 2             | 4                                | 4         | .....                                 | .....  | .....                                      | .....   | .....                                 | .....   | 4         | 4         | 8           | 0 50             |
| Trent Valley.....                            | 8             | 198                              | 62        | .....                                 | .....  | .....                                      | .....   | .....                                 | .....   | 198       | 62        | 260         | 2 50             |
| Murray.....                                  | .....         | .....                            | .....     | .....                                 | .....  | .....                                      | .....   | .....                                 | .....   | .....     | .....     | .....       | .....            |
| Total United States.....                     | 3,602         | 10,357                           | 29,851    | 70,665                                | 27,727 | 283,013                                    | 238,818 | 31,083                                | 146,602 | 395,118   | 442,998   | 838,116     | 12,775 70        |
| Grand Total, Canadian and United States..... | 14,848        | 1,366,875                        | 1,317,019 | 272,423                               | 56,369 | 283,563                                    | 239,110 | 47,433                                | 390,778 | 1,970,294 | 2,003,276 | 3,973,570   | 43,026 14        |



## SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 211.—COMPARATIVE STATEMENT of Grand Total Freight passed through the undermentioned Canals during the Seasons of Navigation of 1890 and 1891, and the Amount of Tolls collected on the same, including Tolls on Vessels and Passengers.

|                          | From Canadian to Canadian Ports. |         | From Canadian to United States Ports. |         | From United States to United States Ports. |         | From United States to Canadian Ports. |         | Tons.   |         | Total Tons. | Amount of Tolls. |  |
|--------------------------|----------------------------------|---------|---------------------------------------|---------|--|---------|---------------------------------------|---------|---------|---------|-------------|------------------|--|
|                          | Up.                              | Down.   | Up.                                   | Down.   | Up.  | Down.   | Up.                                   | Down.   | Up.     | Down.   |             |                  |  |
|                          |                                  |         |                                       |         |  |         |                                       |         |         |         |             |                  |  |
| 1890.                    |                                  |         |                                       |         |  |         |                                       |         |         |         |             |                  |  |
| Welland Canal.....       | 30,274                           | 56,535  | 35,959                                | 10,233  | 215,698                                    | 318,259 | 17,358                                | 331,799 | 299,289 | 716,876 | 1,016,165   | 194,089 53       |  |
| St. Lawrence Canals..... | 216,557                          | 476,196 | 11,052                                | 3,253   | 1,115                                      | 2,065   | 41,351                                | 102,264 | 270,075 | 583,778 | 853,853     | 60,720 30        |  |
| Chambly Canal.....       | 8,224                            | 4,118   | 85,113                                | 6,085   | .....                                      | .....   | .....                                 | 98,867  | 93,337  | 109,070 | 202,407     | 18,171 00        |  |
| Rideau Canal.....        | 81,219                           | 26,289  | 6,066                                 | .....   | .....                                      | .....   | .....                                 | .....   | 87,285  | 26,289  | 113,574     | 6,145 21         |  |
| Ottawa Canals.....       | 527                              | 537,253 | 8                                     | 113,567 | .....                                      | .....   | .....                                 | .....   | 535     | 650,820 | 651,355     | 48,226 36        |  |
| St. Peter's Canal.....   | 5,889                            | 26,342  | .....                                 | .....   | .....                                      | .....   | .....                                 | .....   | 5,889   | 26,342  | 32,231      | 1,742 01         |  |
| Trent Valley Canals..... | 22,207                           | 2,382   | .....                                 | .....   | .....                                      | .....   | .....                                 | .....   | 22,207  | 2,382   | 24,679      | 708 94           |  |
| Murray Canal.....        | 4,606                            | 7,896   | 6,190                                 | .....   | .....                                      | .....   | .....                                 | 91      | 10,798  | 7,985   | 18,783      | 707 03           |  |
| 1891.                    |                                  |         |                                       |         |  |         |                                       |         |         |         |             |                  |  |
| Welland Canal.....       | 11,415                           | 58,559  | 13,845                                | 13,963  | 247,543                                    | 306,257 | 17,409                                | 306,022 | 290,212 | 684,801 | 975,013     | 198,883 88       |  |
| St. Lawrence Canals..... | 203,211                          | 547,727 | 10,725                                | 1,545   | 645  | 1,701   | 33,314                                | 137,926 | 247,895 | 688,899 | 936,794     | 62,726 56        |  |
| Chambly Canal.....       | 56,763                           | 7,547   | 66,881                                | .....   | .....                                      | .....   | .....                                 | 98,073  | 123,644 | 105,620 | 229,264     | 19,346 58        |  |
| Rideau Canal.....        | 69,714                           | 28,142  | 11,457                                | 107,435 | .....                                      | .....   | .....                                 | .....   | 81,171  | 28,142  | 109,313     | 5,910 41         |  |
| Ottawa Canals.....       | 871                              | 476,735 | .....                                 | .....   | .....                                      | .....   | .....                                 | .....   | 871     | 584,170 | 585,041     | 40,440 39        |  |
| St. Peter's Canal.....   | 6,512                            | 28,008  | .....                                 | .....   | .....                                      | .....   | .....                                 | .....   | 6,512   | 28,008  | 34,520      | 1,778 48         |  |
| Trent Valley Canals..... | 16,632                           | 4,207   | .....                                 | .....   | .....                                      | .....   | .....                                 | .....   | 16,632  | 4,207   | 20,839      | 651 73           |  |
| Murray Canal.....        | 5,002                            | 4,322   | 906                                   | 250     | .....                                      | .....   | 24                                    | 1,238   | 5,932   | 5,310   | 11,742      | 670 05           |  |

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

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, 1st March, 1892.

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RATES OF TOLLS.

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No. 22.—RATES of Tolls on the Canals  
WELLAND, ST. LAWRENCE, RIDEAU, OTTAWA AND CHAMBLY CANALS  
(O.C., 25th April, 1873.)

| The Rates of Tolls are divided into Six Classes, as under, and as per ton, unless otherwise specified. |                          |                          |                        |                                |  |                         |   |                                 |
|--|--------------------------|--------------------------|------------------------|--------------------------------|--|-------------------------|---|---------------------------------|
|  | Welland Canal, westward. | Welland Canal, eastward. | Lake Erie to Montreal. | St. Lawrence Canals, each way. | Chambly Canal and St. Ours Lock, each way. | Rideau Canal, each way. | Ottawa Canals and St. Ann's Lock, each way. | Ottawa to St. John's, each way. |
| <i>Class No. 1.</i>  | \$ cts.                  | \$ cts.                  | \$ cts.                | \$ cts.                        | \$ cts.                                    | \$ cts.                 | \$ cts.                                     | \$ cts.                         |
| Vessels, steam..... per ton.   | 0 01 $\frac{1}{2}$       | 0 01 $\frac{1}{2}$       | 0 02 $\frac{1}{2}$     | 0 00 $\frac{3}{4}$             | 0 00 $\frac{3}{4}$                         | 0 01 $\frac{1}{2}$      | 0 00 $\frac{3}{4}$                          | 0 01 $\frac{1}{2}$              |
| do sail and other..... do  | 0 02 $\frac{1}{2}$       | 0 02 $\frac{1}{2}$       | 0 03 $\frac{1}{2}$     | 0 01 $\frac{1}{2}$             | 0 01 $\frac{1}{2}$                         | 0 02 $\frac{1}{2}$      | 0 01  | 0 02 $\frac{1}{2}$              |
| <i>Class No. 2.</i>  |                          |                          |                        |                                |  |                         |   |                                 |
| Passengers, 21 years of age and upwards..  | 0 10                     | 0 10                     | 0 20                   | 0 10                           | 0 05                                       | 0 08                    | 0 02 $\frac{1}{2}$                          | 0 09 $\frac{3}{4}$              |
| Passengers, under 21 years each....  | 0 05                     | 0 05                     | 0 10                   | 0 05                           | 0 02                                       | 0 04                    | 0 01 $\frac{1}{2}$                          | 0 04 $\frac{1}{2}$              |
| <i>Class No. 3.</i>  |                          |                          |                        |                                |  |                         |   |                                 |
| Bricks, cement and water lime....  | 0 15                     | 0 20                     | 0 20                   | 0 15                           | 0 10                                       | 0 07                    | 0 06  | 0 19 $\frac{3}{4}$              |
| Clay, lime and sand.....   |                          |                          |                        |                                |  |                         |   |                                 |
| Brimstone.....   |                          |                          |                        |                                |  |                         |   |                                 |
| Corn.....  |                          |                          |                        |                                |  |                         |   |                                 |
| Flour.....   |                          |                          |                        |                                |  |                         |   |                                 |
| Iron, railway.....   |                          |                          |                        |                                |  |                         |   |                                 |
| do pig.....  |                          |                          |                        |                                |  |                         |   |                                 |
| do all other, including steel (O. C., 1st Feb., 1888).....   |                          |                          |                        |                                |  |                         |   |                                 |
| Plaster, gypsum.....   |                          |                          |                        |                                |  |                         |   |                                 |
| Salt.....  |                          |                          |                        |                                |  |                         |   |                                 |
| Salt meats or fish in barrels or otherwise.....  |                          |                          |                        |                                |  |                         |   |                                 |
| Agricultural products, vegetable, not enumerated.....  |                          |                          |                        |                                |  |                         |   |                                 |
| Agricultural products, animals, not enumerated.....  |                          |                          |                        |                                |  |                         |   |                                 |
| Stone, for cutting.....  |                          |                          |                        |                                |  |                         |   |                                 |
| Wheat.....   |                          |                          |                        |                                |  |                         |   |                                 |
| <i>Class No. 4.</i>  |                          |                          |                        |                                |  |                         |   |                                 |
| All other articles, not enumerated   | 0 15                     | 0 0                      | 0 20                   | 0 20                           | 0 10                                       | 0 26                    | 0 14  | 0 29                            |

of the Dominion of Canada, 1891.

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

| 1ST SECTION.                             | 2ND SECTION.                             | 3RD SECTION.                             | 4TH SECTION.                             | THROUGH.                                 |  |
|--|--|--|--|--|--|
| Fenelon Falls<br>to<br>Bobcaygeon.       | Bobcaygeon<br>to<br>Buckhorn.            | Buckhorn<br>to<br>Burleigh.              | Burleigh<br>to<br>Lakfield.              | Fenelon Falls<br>to<br>Lakefield.        | Whitlaw's<br>to<br>Hastings.             |
| Tolls chargeable<br>at<br>Fenelon Falls. | Tolls chargeable<br>at<br>Bobcaygeon.    | Tolls chargeable<br>at<br>Buckhorn.      | Tolls chargeable<br>at<br>Burleigh.      | Tolls chargeable<br>at<br>Fenelon Falls. | Tolls chargeable<br>at<br>Whitlaw's.     |
| \$ cts.                                  | \$ cts.                                  | \$ cts.                                  | \$ cts.                                  | \$ cts.                                  | \$ cts.                                  |
| 0 00 $\frac{3}{4}$<br>0 00 $\frac{1}{4}$ | 0 00 $\frac{3}{4}$<br>0 00 $\frac{1}{4}$ | 0 00 $\frac{3}{4}$<br>0 00 $\frac{1}{4}$ | 0 00 $\frac{3}{4}$<br>0 00 $\frac{1}{4}$ | 0 00 $\frac{3}{4}$<br>0 01               | 0 00 $\frac{3}{4}$<br>0 00 $\frac{1}{4}$ |
| 0 01<br>0 00 $\frac{1}{2}$               | 0 01<br>0 00 $\frac{1}{2}$               | 0 01<br>0 00 $\frac{1}{2}$               | 0 01<br>0 00 $\frac{1}{2}$               | 0 04<br>0 02                             | 0 01<br>0 00 $\frac{1}{2}$               |
| 0 01                                     | 0 01                                     | 0 01                                     | 0 01                                     | 0 04                                     | 0 01                                     |
| 0 03                                     | 0 03                                     | 0 03                                     | 0 03                                     | 0 12                                     | 0 03                                     |

## No. 22.—RATES of Tolls on the Canals

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

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

|   | Welland Canal, westward. | Welland, eastward. | Lake Erie to Montreal. | St. Lawrence Canals, each way. | Chamby Canal and St. Ours Lock, each way. | Rideau Canal, each way. | Ottawa Canals and St. Anne's Lock, each way. | Ottawa to St. John's, each way. |
|---|--------------------------|--------------------|------------------------|--------------------------------|---|-------------------------|--|---------------------------------|
| <i>Class No. 5.</i>   | \$ cts.                  | \$ cts.            | \$ cts.                | \$ cts.                        | \$ cts.                                   | \$ cts.                 | \$ cts.                                      | \$ cts.                         |
| Bark .....  | 0 20                     | 0 20               | 0 20                   | 0 15                           | 0 10                                      | 0 07                    | 0 06   | 0 19½                           |
| Barrels, empty, each .....  | 0 02                     | 0 02               | 0 02                   | 0 02                           | 0 02                                      | 0 02                    | 0 01   | 0 03½                           |
| Boat knees, each .....  | 0 05                     | 0 05               | 0 05                   | 0 02                           | 0 02                                      | 0 02                    | 0 01   | 0 03½                           |
| Floats, per 1,000 lineal feet .....   | 1 40                     | 1 40               | 1 40                   | 1 40                           | 1 20                                      | 1 05                    | 0 50   | 2 05                            |
| Firewood, per cord, in vessels .....  | 0 20                     | 0 20               | 0 20                   | 0 20                           | 0 10                                      | 0 15                    | 0 08   | 0 23                            |
| do rafts .....  | 0 25                     | 0 25               | 0 25                   | 0 25                           | 0 15                                      | 0 19                    | 0 09   | 0 30½                           |
| Hoops .....   | 0 25                     | 0 25               | 0 25                   | 0 20                           | 0 15                                      | 0 15                    | 0 10   | 0 30                            |
| Masts and spars, telegraph poles, per ton of 40 cubic ft., in vessels .....                           | 0 15                     | 0 15               | 0 15                   | 0 05                           | 0 05                                      | 0 08                    | 0 07   | 0 13½                           |
| Masts and spars, telegraph poles, per ton of 40 cubic feet, in rafts .....                            | 0 20                     | 0 20               | 0 20                   | 0 10                           | 0 10                                      | 0 15                    | 0 10   | 0 23½                           |
| Railway ties, in vessels, each .....  | 0 01                     | 0 01               | 0 01                   | 0 00½                          | 0 00½                                     | 0 00½                   | 0 00½  | 0 01½                           |
| do rafts, each .....  | 0 02                     | 0 02               | 0 02                   | 0 01                           | 0 01                                      | 0 02                    | 0 01   | 0 02½                           |
| Sawed stuff, boards, planks, scantling and sawed timber, per M. feet, board measure, in vessels ..... | 0 30                     | 0 30               | 0 30                   | 0 15                           | 0 10                                      | 0 11½                   | 0 06½  | 0 20                            |
| Sawed stuff, boards, plank, scantling and sawed timber, per M. feet, board measure, in rafts .....    | 0 60                     | 0 60               | 0 60                   | 0 30                           | 0 20                                      | 0 19                    | 0 09   | 0 36½                           |
| Square timber, per M. cubic feet, in vessels .....  | 3 00                     | 3 00               | 3 00                   | 1 00                           | 1 00                                      | 0 56                    | 0 44   | 1 69                            |
| Square timber, per M. cubic feet, in rafts .....  | 4 50                     | 4 50               | 4 50                   | 2 00                           | 2 00                                      | 1 12                    | 0 63   | 3 13                            |
| Waggon stuff, woodenware and wood, partly manufactured, per ton of 40 cubic feet .....                | 0 40                     | 0 40               | 0 40                   | 0 40                           | 0 25                                      | 0 30                    | 0 20   | 0 55                            |
| Shingles, per M .....   | 0 06                     | 0 06               | 0 06                   | 0 06                           | 0 04                                      | 0 04½                   | 0 02½  | 0 08                            |
| Split posts and fence rails per M., in vessels .....  | 0 40                     | 0 40               | 0 40                   | 0 40                           | 0 20                                      | 0 23                    | 0 12   | 0 42                            |
| Split posts and fence rails per M., in rafts .....  | 0 80                     | 0 80               | 0 80                   | 0 80                           | 0 40                                      | 0 38                    | 0 17   | 0 77                            |
| Sawlogs, each standard log .....  | 0 08                     | 0 08               | 0 08                   | 0 08                           | 0 05                                      | 0 06                    | 0 06   | 0 13                            |
| Staves and headings, bris. per M. .....   | 0 40                     | 0 40               | 0 40                   | 0 20                           | 0 15                                      | 0 15                    | 0 10   | 0 30                            |
| do pipe do .....  | 1 50                     | 1 50               | 1 50                   | 1 00                           | 1 00                                      | 0 75                    | 0 50   | 1 75                            |
| do W. India, per M. .....   | 0 75                     | 0 75               | 0 75                   | 0 60                           | 0 25                                      | 0 45                    | 0 25   | 0 65                            |
| do salt barrel, sawn or cut, per M. .....   | 0 08                     | 0 08               | 0 08                   | 0 04                           | 0 03                                      | 0 03                    | 0 02   | 0 06                            |
| Traverses, per 100 pieces .....   | 0 50                     | 0 50               | 0 50                   | 0 50                           | 0 40                                      | 0 38                    | 0 15   | 0 67½                           |
| Hop poles, per 1,000 pieces .....   | 2 00                     | 2 00               | 2 00                   | 2 00                           | 1 50                                      | 1 50                    | 0 65   | 2 65                            |
| <i>Special Class.</i>   |                          |                    |                        |                                |   |                         |  |                                 |
| Gypsum, crude (per O. C., 28th October, 1882) .....   | 0 15                     | 0 05               | .....                  | 0 05                           | Westward                                  | .....                   | .....  | .....                           |
| Coal .....  | 0 20                     | 0 20               | 0 20                   | 0 15                           | 0 10                                      | 0 08                    | 0 05   | 0 17½                           |
| Stone, unwrought, corded and not suitable for cutting, per cord .....                                 | 0 75                     | 0 75               | 0 75                   | 0 60                           | 0 37½                                     | 0 28                    | 0 24   | 0 77½                           |
| Kryolite, iron ore or chemical ore .....  | 0 05                     | 0 05               | 0 05                   | 0 05                           | 0 05                                      | 0 05                    | 0 05   | 0 05                            |
| Ice .....   | 0 05                     | 0 05               | 0 05                   | .....                          | .....                                     | .....                   | .....  | .....                           |

of the Dominion—*Continued.*

## TRENT VALLEY CANAL.

| 1ST SECTION.                               | 2ND SECTION.                            | 3RD SECTION.                          | 4TH SECTION.                          | THROUGH.                                   | Whitlaw's<br>to<br>Hastings.           |
|--|---|---------------------------------------|---------------------------------------|--|--|
| Fenelon Falls<br>to<br>Bobcaygeon.         | Bobcaygeon.<br>to<br>Buckhorn.          | Buckhorn<br>to<br>Burleigh.           | Burleigh<br>to<br>Lakefield.          | Fenelon Falls<br>to<br>Lakefield.          |  |
| Tolls Charge-<br>able at<br>Fenelon Falls. | Tolls Charge-<br>able to<br>Bobcaygeon. | Tolls Charge-<br>able to<br>Buckhorn. | Tolls Charge-<br>able at<br>Burleigh. | Tolls Charge-<br>able at<br>Fenelon Falls. | Tolls Charge-<br>able to<br>Whitlaw's. |
| \$ cts.                                    | \$ cts.                                 | \$ cts.                               | \$ cts.                               | \$ cts.                                    | \$ cts.                                |
| 0 01                                       | 0 01                                    | 0 01                                  | 0 01                                  | 0 04                                       | 0 01                                   |
| 0 00½                                      | 0 00½                                   | 0 00½                                 | 0 00½                                 | 0 01                                       | 0 00½                                  |
| 0 00½                                      | 0 00½                                   | 0 00½                                 | 0 00½                                 | 0 01                                       | 0 00½                                  |
| 0 13                                       | 0 13                                    | 0 13                                  | 0 13                                  | 0 52                                       | 0 13                                   |
| 0 03                                       | 0 03                                    | 0 03                                  | 0 03                                  | 0 10                                       | 0 03                                   |
| 0 04                                       | 0 04                                    | 0 04                                  | 0 04                                  | 0 14                                       | 0 04                                   |
| 0 02                                       | 0 02                                    | 0 02                                  | 0 02                                  | 0 08                                       | 0 02                                   |
| 0 02                                       | 0 02                                    | 0 02                                  | 0 02                                  | 0 08                                       | 0 02                                   |
| 0 01                                       | 0 01                                    | 0 01                                  | 0 01                                  | 0 04                                       | 0 01                                   |
| 0 00½                                      | 0 00½                                   | 0 00½                                 | 0 00½                                 | 0 00½                                      | 0 00½                                  |
| 0 00½                                      | 0 00½                                   | 0 00½                                 | 0 00½                                 | 0 01                                       | 0 00½                                  |
| 0 03                                       | 0 03                                    | 0 03                                  | 0 03                                  | 0 10                                       | 0 03                                   |
| 0 04                                       | 0 04                                    | 0 04                                  | 0 04                                  | 0 14                                       | 0 04                                   |
| 0 07                                       | 0 07                                    | 0 07                                  | 0 07                                  | 0 28                                       | 0 07                                   |
| 0 14                                       | 0 14                                    | 0 14                                  | 0 14                                  | 0 56                                       | 0 14                                   |
| 0 04                                       | 0 04                                    | 0 04                                  | 0 04                                  | 0 16                                       | 0 04                                   |
| 0 00½                                      | 0 00½                                   | 0 00½                                 | 0 00½                                 | 0 03                                       | 0 00½                                  |
| 0 03                                       | 0 03                                    | 0 03                                  | 0 03                                  | 0 12                                       | 0 03                                   |
| 0 05                                       | 0 05                                    | 0 05                                  | 0 05                                  | 0 20                                       | 0 05                                   |
| 0 00½                                      | 0 00½                                   | 0 00½                                 | 0 00½                                 | 0 03                                       | 0 00½                                  |
| 0 02                                       | 0 02                                    | 0 02                                  | 0 02                                  | 0 08                                       | 0 02                                   |
| 0 10                                       | 0 10                                    | 0 10                                  | 0 10                                  | 0 40                                       | 0 10                                   |
| 0 05½                                      | 0 05½                                   | 0 05½                                 | 0 05½                                 | 0 22                                       | 0 05½                                  |
| 0 00½                                      | 0 00½                                   | 0 00½                                 | 0 00½                                 | 0 02                                       | 0 00½                                  |
| 0 05                                       | 0 05                                    | 0 05                                  | 0 05                                  | 0 20                                       | 0 05                                   |
| 0 20                                       | 0 20                                    | 0 20                                  | 0 20                                  | 0 80                                       | 0 20                                   |
| Free.                                      | Free.                                   | Free.                                 | Free.                                 | Free.                                      | Free.                                  |
| 0 01                                       | 0 01                                    | 0 01                                  | 0 01                                  | 0 04                                       | 0 01                                   |
| 0 03½                                      | 0 03½                                   | 0 03½                                 | 0 03½                                 | 0 14                                       | 0 03½                                  |
| 0 00½                                      | 0 00½                                   | 0 00½                                 | 0 00½                                 | 0 03                                       | 0 00½                                  |
| Free.                                      | Free.                                   | Free.                                 | Free.                                 | Free.                                      | Free.                                  |

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

|  | Tons. |   | Tons. |
|--|-------|---|-------|
| 2,000 lbs. avoirdupois.....                | 1     | Stone, 12 cubic feet .....                      | 1     |
| Per M. is per thousand feet.....           | 1     | Stone, 1 cord .....                             | 7½    |
| Per Mille is per thousand pieces.....      | 1     | Whiskey, 4 barrels or 215 gallons.....          | 1     |
| Green fruit, 9 barrels are.....            | 1     | Empty barrels, 10.....                          | 1     |
| Ashes, 3 barrels are.....                  | 1     | Barrel hoops, 10 Mille.....                     | 1     |
| Bark, 4 cords.....                         | 1     | Board and other sawed lumber, 600 feet          |       |
| Beef, 7 barrels.....                       | 1     | board measure.....                              | 1     |
| Biscuit and crackers, 9 barrels.....       | 1     | Boat knees, 4.....                              | 1     |
| Bricks, common, 1,000.....                 | 2     | Firewood, 1 cord.....                           | 3     |
| Butter, 22 kegs or 7 barrels.....          | 1     | Hop poles, 60 or 40 cubic feet.....             | 1     |
| Cattle, 3.....                             | 1     | Shingles, 12 M. or bundles.....                 | 1     |
| Cement and water lime, 7 barrels.....      | 1     | Split posts and fence rails, 1 Mille.....       | 1     |
| Fire bricks, 1,000.....                    | 3     | Staves and headings, Pipe, 1 Mille.....         | 8     |
| Fish, 7 barrels.....                       | 1     | do W. India, 1 Mille.....                       | 4     |
| Flour, 9 barrels.....                      | 1     | do Barrel, 1 Mille.....                         | 2½    |
| Gypsum and manganese, 6 barrels.....       | 1     | do Salt barrel, 1 Mille.....                    | 1½    |
| Horses, 2.....                             | 1     | Sawlogs, standard, 1.....                       | 8     |
| Lard and tallow, 7 barrels or 22 kegs..... | 1     | Square timber, 50 cubic feet.....               | 1     |
| Liquors and spirits, 215 gallons.....      | 1     | Telegraph poles, 10 or 40 cubic feet.....       | 1     |
| Liquors, all others, 215 gallons.....      | 1     | Masts and spars, 40 cubic feet.....             | 1     |
| Nuts, 9 barrels.....                       | 1     | Railroad ties, 16 or 50 cubic feet.....         | 1     |
| Oysters, 6 barrels.....                    | 1     | All other woodenware, or partly manu-           |       |
| Pork, 7 barrels.....                       | 1     | factured wood, 40 cubic feet as per tariff..... | 1     |
| Salt, 7 barrels.....                       | 1     | Traverses, 40 cubic feet or 5 pieces.....       | 1     |
| Seed, 9 barrels.....                       | 1     | Floats, 50 lineal feet.....                     | 1     |
| Sheep, 20.....                             | 1     |   |       |

NOTE.—By the Weights and Measures Act, Chapter 104 of the Revised Statutes of Canada, Section 14, all the above named articles are to be estimated by the cental of 100 lbs.

## WAY RATES.

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

| WELLAND CANALS.  | Rate. |
|--|-------|
| 1. From Port Maitland, Dunnville and Port Colborne to Port Robinson or Allanburg, not passing the lock, each way.....  |       |
| 2. From Chippawa Cut, or any part thereof, to Dunnville, Port Maitland or Port Colborne.....   |       |
| 3. From Dunnville to Port Colborne.....  |       |
| 4. From Thorold to St. Catharines or Port Dalhousie.....   |       |
| 5. From Maitland, Dunnville, Colborne or Port Robinson to Marshville and intermediate places.....  |       |
| 6. From Marshville or intermediate places to Port Maitland, Dunnville, Port Colborne and Port Robinson.....  |       |
| 7. From Port Robinson to Allanburg or Thorold.....   |       |
| 8. From Port Robinson to St. Catharines or Port Dalhousie.....   |       |
| 9. From St. Catharines to Port Dalhousie.....  |       |
| 10. From Dunnville to Maitland.....  |       |
| 11. From Port Robinson through the Lock and Chippawa Cut.....  |       |
| 12. From Port Colborne to Port Maitland.....   |       |
| 13. From Chippawa Cut through Lock to Port Robinson.....   |       |
| 14. From Colborne, Dunnville, Maitland and Marshville to Thorold.....  |       |
| 15. From Colborne, Dunnville, Maitland and Marshville to St. Catharines.....   |       |
| 16. Through the Chippawa Cut only.....   |       |
| 17. Through the Port Robinson Lock only.....   |       |
| ST. LAWRENCE CANALS.   |       |
| Sec. 78. The navigation is divided into four sections, viz., Cardinal, Cornwall, Beauharnois and Lachine. Tolls are to be levied on all vessels and property in proportion to the number of sections passed through. |       |
| CHAMBLY CANAL.   |       |
| Sec. 79. Vessels and property passing from Sorel to Chambly, to pay.....   |       |
| Vessels and property passing from Chambly to St. John's, to pay.....   |       |

## OTTAWA CANALS.

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

## RIDEAU CANAL.

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

## GENERAL.

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

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

## SPECIAL REGULATIONS RELATING TO TOLLS ON SOME OF THE CANALS.

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

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

## NOTE.

O. C. 27th June, 1890.

That the following words be added to Section 84:—

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

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

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

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

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

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

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

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

## HARBOUR DUES.

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



## TOLLS AT SHEDS AT LACHINE CANAL BASIN.

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

|  |                               | Cents.        |
|--|-------------------------------|---------------|
| Wheat and other grain, per week, per bushel                          | .....                         | 1             |
| Meal do per barrel   | .....                         | 4             |
| Pork, beef, butter and lard do do                                    | .....                         | 5             |
| Muscovado sugar do per hhd, 10 cents; per brl                        | .....                         | 5             |
| Liquors { do per pipe, 15 cents; per pun                             | .....                         | 12            |
| Iron (bars) do per hhd, 10 cents; per qr. cask                       | .....                         | 7             |
| Iron pig do per ton  | .....                         | 24            |
| Salt, except at the St. Gabriel Sheds do                             | .....                         | 12            |
| Salt at the St. Gabriel Sheds, Montreal, after the first 48 hours do | per 100 minots                | 36            |
| Bales, crates, cases, &c. do   | per bag                       | $\frac{1}{2}$ |
| Coals do   | per ton weight or measurement | 24            |
|  | per chaldron                  | 12            |

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

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

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

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

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

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

## Flour.

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

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

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

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

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

Sec. 93. The following rates of toll shall be levied upon vessels trading to lower ports, and entering the Lachine Canal from the harbour of Montreal, and on certain goods herein mentioned; said vessels to be allowed 48 hours for discharge of cargo before the following be incurred; and said discharge to be made below the St. Gabriel Lock.

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

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

## CHARGES FOR WHARFAGE ON FIREWOOD ON WHARVES AND BANKS OF LACHINE CANAL.

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

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

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

#### CANAL BASINS IN MONTREAL PART OF MONTREAL HARBOUR.

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

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

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

#### PHOSPHATES.

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

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

#### CHARGES ON VESSELS WINTERING IN LACHINE CANAL.

Sec. 97. The following rate per ton shall be charged for wintering vessels in the Lachine Canal, viz.:—

For each boat, barge, scow or other vessels of ten tons measurement or under, seventy cents per vessel for the entire winter; and every ten tons above the first ten, an additional rate of eight cents. O. C. Aug. 22, 1879.

#### DUES ON VESSELS IN THE NEW BASIN, LACHINE CANAL.

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

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

##### Sec. 99.—*Tonnage Dues.*

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

##### Sec. 100.—*Wharfage Dues.*

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

#### Note.

Sec. 101 (a.) On all goods, wares and merchandise whatsoever, the quantity of which by weight, measurement or other mode of estimate provided for in the tariff of the next preceding section can not be conveniently ascertained, it shall be lawful for the Harbour Commissioners to levy a rate of  $\frac{1}{4}$  of 1 per cent on the value thereof.

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

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

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

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

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

O. C. April 1st, 1881.

## TOLLS ON FLOATED TIMBER, &amp;C., ENTERING THE BASIN AT LACHINE.

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

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

## NOTE.

O. C. 27th June, 1890.

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

## Note.

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

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

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

## CHARGES FOR WINTERING VESSELS IN RIDEAU CANAL.

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

|  |         |
|--|---------|
| In canal basin, Ottawa, steamers per season..... | \$ 8 00 |
| do do barges do.....                             | 4 00    |
| Inside locks do steamers do.....                 | 50 00   |
| do other stations do.....                        | 15 00   |

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

## CHARGES FOR REPAIRING VESSELS ON THE BANKS OF CANALS.

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

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

Sec. 107. Rules with respect to the repairing of vessels on the banks of the Lachine Canal, the Beauharnois and the Chambly:—

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

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

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

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

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

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

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

#### ST. PETER'S CANAL.

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

#### ORDER IN COUNCIL.

12th December, 1889.

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

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

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

O. C. 16th May, 1890.

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

O. C. 20th May, 1890.

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

#### ORDER IN COUNCIL.

27th September, 1890.

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

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

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

## ORDER IN COUNCIL.

27th day of September, 1890.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

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

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

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

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

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

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

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

## AT THE GOVERNMENT HOUSE, AT OTTAWA,

WEDNESDAY, the 25th day of March, 1891.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

His Excellency having had under consideration the Tariff of Tolls on the Canals of the Dominion, and the several Orders in Council under which a special rate has from time to time been established temporarily on certain food products passing through the Welland Canal and through the St. Lawrence Canals for shipment at Montreal and ports east of Montreal, is pleased to Order in virtue of the powers vested in him by Chapter 37 of the Revised Statutes, intituled "An Act respecting the Department of Railways and Canals," and by and with the advice of the Queen's Privy Council for Canada, that the following amendments shall be and the same are hereby made to the Tariff of Tolls in force on the said Canals, viz. :—

A refund shall be made on the tolls collected on wheat, Indian corn, peas, barley, rye, and (if for export) oats, which may be carried through the Welland Canal and the St. Lawrence Canals to Montreal, or any port east of Montreal.

The refund shall be such as to reduce the tolls to two cents per ton of the said products or any of them, and the conditions of such refund shall be the following:—

1. The products aforesaid, on which the refund may be claimed, shall be shown to have been originally shipped for Montreal or some port east of Montreal before entering the Welland Canal, and

2. Shall be shown to have been actually carried to Montreal or some port east of Montreal.

3. Transhipment, if at a Canadian intermediate port, shall not prevent the refund aforesaid being made.

This Order in Council shall remain in force only for the present year, 1891.

(Signed)

JOHN J. MCGEE,

Clerk, Privy Council.

The Right Honourable

The Minister of Railways and Canals.

## AT THE GOVERNMENT HOUSE, AT OTTAWA.

WEDNESDAY, the 29th day of April, 1891.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

His Excellency, under the authority conferred upon him by Chapter 37 of the Revised Statutes, intituled "An Act respecting the Department of Railways and Canals," and by and with the advice of the Queen's Privy Council for Canada, is pleased to order that the provisions of the Order in Council of the 25th day of March, 1891, authorizing the reduction of toll to two cents (2 cts.) per ton for the passage through the Welland and St. Lawrence Canals of certain agricultural products therein named, shall be understood to apply to any portions of such cargoes lightered at Port Colborne and re-shipped at Port

Dalhousie, and also that the provisions of the said Order be made applicable to the therein named products when shipped from Canadian Lake Ontario ports.

(Signed)

JOHN J. MCGEE,  
Clerk, Privy Council.

The Right Honourable  
The Minister of Railways and Canals.

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AT THE GOVERNMENT HOUSE, AT OTTAWA.

WEDNESDAY, the 29th day of April, 1891.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

His Excellency, in virtue of the provisions of Chapter 37 of the Revised Statutes, intituled : "An Act respecting the Department of Railways and Canals," and by and with the advice of the Queen's Privy Council for Canada, is pleased to order that the provisions of the Orders in Council dated respectively the 22nd day of May, 1890, and the 30th day of June, 1890, under which, in the case of steamers specially chartered for the conveyance of excursion parties going and returning in the same boat on the same day, one-half only of the usual rates of passenger tolls were charged for passage through the Lachine Canal and the Ste. Anne Lock, and for passage through the Welland Canal, in the case of excursion parties leaving Toronto or Hamilton for St. Catharines, be continued in force for the forthcoming season of navigation only, adding to the said provisions, however, for the forthcoming season, that this conditionally reduced rate shall apply to excursion parties leaving St. Catharines for Toronto or Hamilton.

(Signed.)

JOHN J. MCGEE,  
Clerk, Privy Council.

The Right Honourable  
The Minister of Railways and Canals.

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*CERTIFIED Copy of a Report of a Committee of the Honourable the Privy Council, approved by His Excellency the Governor General in Council, on the 18th May, 1891.*

The Committee, on the recommendation of the Minister of Railways and Canals, advise with reference to the Orders in Council dated respectively the 25th of March and the 29th of April last, authorizing the reduction of canal tolls on certain food products, the provisions of which Orders are carried out by way of refund of the excess tolls paid, that such refund be made at the close of the present season, on or about the 1st day of December and not during the season as heretofore.

(Signed.)

JOHN J. MCGEE,  
Clerk, Privy Council.

The Right Honourable  
The Minister of Railways and Canals.

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AT THE GOVERNMENT HOUSE, AT OTTAWA.

MONDAY, 18th day of May, 1891.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

His Excellency, in virtue of the powers vested in him by Section 13 of Chapter 37 of the Revised Statutes, intituled : "An Act respecting the Department of Railways and Canals," and by and with the advice of the Queen's Privy Council for Canada, is pleased to order that all Government dredges and scows shall be permitted to pass through the canals free of tolls, but that such dredges and scows shall not be so passed as to interfere with the passage of other vessels of any kind whatever.

(Signed.)

JOHN J. MCGEE,  
Clerk, Privy Council.

The Right Honourable  
The Minister of Railways and Canals.

---

O. C. 18th May, 1891.

Whereas, in consequence of the operations of the contractors for the enlargement of the Cornwall Canal, access to the river wharf opposite the town of Cornwall is temporarily prevented for the steamers of the Richelieu and Ontario Navigation Company, such steamers being obliged in place of stopping at such wharf to pass through the two locks at the lower entrance of the canal to another wharf in the town ;

His Excellency, under the authority conferred upon him by Section 13 of Chapter 37 of the Revised Statutes, intituled: "An Act respecting the Department of Railways and Canals," and by and with the advice of the Queen's Privy Council for Canada, is pleased to order that during the current season the steamers of the said Richelieu and Ontario Navigation Company shall be allowed passage free of toll through the said two locks at the lower entrance of the Cornwall Canal.

(Signed,) JOHN J. MCGEE,  
*Clerk of the Privy Council.*

O. C. 31st October, 1890.

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

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

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

DEPARTMENT OF RAILWAYS AND CANALS,  
1st March, 1892.

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# REPORTS

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# RAILWAY STATISTICS

OF

CANADA

AND

CAPITAL, TRAFFIC AND WORKING EXPENDITURE OF  
THE RAILWAYS OF THE DOMINION

1891

*PRINTED BY ORDER OF PARLIAMENT*



OTTAWA:

PRINTED BY S. E. DAWSON, PRINTER TO THE QUEEN'S MOST  
EXCELLENT MAJESTY

1892





## CANADIAN GOVERNMENT RAILWAYS.

OFFICE OF THE CHIEF ENGINEER AND GENERAL MANAGER,

OTTAWA, 28th April, 1892.

SIR,—I have the honour to submit to you the Railway Statistics of the Dominion for the year ended on the 30th June, 1891, compiled from sworn returns made by the several railway companies to the Minister of Railways and Canals. I introduce, in the first place, a table showing the growth of the railways from year to year, since the opening of the first line in 1837.

| Year.     | Miles<br>in<br>Operation. | Year.     | Miles<br>in<br>Operation. |
|-----------|---------------------------|-----------|---------------------------|
| 1836..... | 0                         | 1864..... | 2,145                     |
| 1837..... | 16                        | 1865..... | 2,145                     |
| 1838..... | 16                        | 1866..... | 2,150                     |
| 1839..... | 16                        | 1867..... | 2,258                     |
| 1840..... | 16                        | 1868..... | 2,269                     |
| 1841..... | 16                        | 1869..... | 2,497                     |
| 1842..... | 16                        | 1870..... | 2,497                     |
| 1843..... | 16                        | 1871..... | 2,497                     |
| 1844..... | 16                        | 1872..... | 2,508                     |
| 1845..... |                           | 1873..... | 2,638                     |
| 1846..... |                           | 1874..... | 2,642                     |
| 1847..... | 59                        | 1875..... | 4,826                     |
| 1848..... | 59                        | 1876..... | 5,157                     |
| 1849..... | 59                        | 1877..... | 5,574                     |
| 1850..... | 71                        | 1878..... | 6,143                     |
| 1851..... | 93                        | 1879..... | 6,484                     |
| 1852..... | 212                       | 1880..... | 6,891                     |
| 1853..... | 423                       | 1881..... | 7,260                     |
| 1854..... | 657                       | 1882..... | 7,530                     |
| 1855..... | 855                       | 1883..... | 8,726                     |
| 1856..... | 1,296                     | 1884..... | 9,658                     |
| 1857..... | 1,428                     | 1885..... | 10,149                    |
| 1858..... | 1,054                     | 1886..... | 10,697                    |
| 1859..... | 1,997                     | 1887..... | 11,691                    |
| 1860..... | 2,087                     | 1888..... | 12,162                    |
| 1861..... | 2,087                     | 1889..... | 12,628                    |
| 1862..... | 2,110                     | 1890..... | 13,256                    |
| 1863..... | 2,110                     | 1891..... | 14,009                    |

The tables appended may be summarized as follows :—

|   |               |
|---|---------------|
| Miles of railway completed (track laid).....          | 14,633        |
| do sidings. ....                                      | 1,665         |
| do iron rails in main line.....                       | 764           |
| do steel do .....                                     | 13,869        |
| Capital paid (including the four following items).... | \$816,622,758 |
| Government bonuses paid.....                          | 147,165,432   |
| do loans do .....                                     | 21,201,314    |
| do subscriptions to shares paid.....                  | 300,000       |
| Municipal aid paid.....                               | 13,792,509    |
| Miles in operation.....                               | 14,009        |
| Earnings.....   | \$48,192,099  |
| Working expenses.....                                 | 34,960,449    |
| Net earnings.....                                     | 13,231,649    |
| Passengers carried.....                               | 13,222,568    |
| Freight carried (tons).....                           | 21,753,290    |
| Train mileage.....                                    | 43,399,178    |
| Passengers killed.....                                | 13            |
| Number of elevators.....                              | 42            |
| do guarded level crossings.....                       | 131           |
| do unguarded do .....                                 | 8,708         |
| do overhead bridges.....                              | 384           |
| do level crossings of other railways.....             | 193           |
| do junctions with other railways.....                 | 297           |
| do do branch lines.....                               | 187           |
| do engines owned.....                                 | 1,800         |
| do do hired.....                                      | 50            |
| do sleepers and parlour cars owned.....               | 125           |
| do do do hired.....                                   | 17            |
| do first class cars owned.....                        | 818           |
| do do hired.....                                      | 31            |
| do second class and immigrant cars owned..            | 609           |
| do do do hired....                                    | 15            |
| do baggage, mail and express cars owned....           | 535           |
| do do do hired....                                    | 25            |
| do cattle, box and freight cars owned.....            | 30,740        |
| do do do hired. ....                                  | 3,625         |
| do platform cars owned .....                          | 14,325        |
| do do hired.....                                      | 289           |
| do coal and dump cars owned.....                      | 3,437         |
| do do hired.....                                      | 122           |

## NOMINAL CAPITAL PAID.

|   | Miles<br>Constructed | Amount.        | Per Mile. |
|---|----------------------|----------------|-----------|
|   |                      | \$ cts.        | \$ cts.   |
| Ordinary share capital.....               | 14,633               | 238,769,386 36 | 16,317 11 |
| Preference do .....                       | 14,633               | 101,000,400 39 | 6,902 23  |
| Bonded debt.....                          | 14,633               | 292,291,653 68 | 19,974 82 |
| Aid from Dominion Government.....         | 14,633               | 142,934,780 54 | 9,767 97  |
| do Ontario do .....                       | 6,089                | 6,032,584 92   | 990 73    |
| do Quebec do .....                        | 2,806                | 10,879,133 93  | 3,877 09  |
| do New Brunswick Government.....          | 1,360                | 4,297,500 71   | 3,159 98  |
| do Nova Scotia do .....                   | 788                  | 2,007,995 87   | 2,548 22  |
| do Prince Edward Island Government.....   | 211                  |                |           |
| do Manitoba Government.....               | 1,312                | 2,477,250 00   | 1,888 15  |
| do British Columbia Government.....       | 687                  | 37,500 00      | 54 58     |
| do North-West Territories Government..... | 1,373                |                |           |
| do Municipalities in Ontario.....         | 6,089                | 10,166,305 81  | 1,669 63  |
| do do Quebec.....                         | 2,806                | 2,423,918 62   | 865 62    |
| do do New Brunswick.....                  | 1,360                | 286,500 00     | 210 66    |
| do do Nova Scotia.....                    | 788                  | 277,685 00     | 352 39    |
| do do Prince Edward Island.....           | 211                  |                |           |
| do do Manitoba.....                       | 1,312                | 595,600 00     | 453 96    |
| do do British Columbia.....               | 687                  | 37,500 00      | 54 58     |
| do do North-West Territories.....         | 1,373                | 25,000 00      | 18 21     |
| Capital from other sources.....           | 14,626               | 2,102,062 38   | 143 73    |
| Total paid Capital .....                  | 14,633               | 816,647,758 21 | 55,808 62 |

Equal to an average of \$1,759.34 per mile on total mileage.

GOVERNMENT and municipal loans, bonuses, &c., promised to railways completed and under construction:—

|                                 |                   |
|---------------------------------|-------------------|
| Dominion Government .....       | \$ 146,791,274 10 |
| Ontario do .....                | 6,187,007 44      |
| Quebec do .....                 | 14,397,508 12     |
| New Brunswick Government.....   | 4,587,346 81      |
| Nova Scotia do .....            | 2,135,995 87      |
| Manitoba do .....               | 2,478,300 00      |
| British Columbia do .....       | 37,500 00         |
| Municipalities in Ontario ..... | 10,347,041 78     |
| do Quebec .....                 | 4,255,774 00      |
| do New Brunswick .....          | 316,500 00        |
| do Nova Scotia .....            | 277,685 00        |
| do Manitoba.....                | 595,600 00        |
| do British Columbia .....       | 37,500 00         |
| do North-West Territories ..... | 25,000 00         |

\$ 192,470,033 12

## FATAL ACCIDENTS.

|  | Passengers<br>Killed. | Employees<br>Killed. | Others<br>Killed. | Total<br>Killed. |
|--|-----------------------|----------------------|-------------------|------------------|
| Falling from cars or engines .....       | 1                     | 23                   | 2                 | 26               |
| Getting on or off trains in motion ..... | 4                     | 1                    | 11                | 16               |
| At work making up trains .....           |                       | 1                    |                   | 1                |
| Coupling cars .....                      |                       | 7                    |                   | 7                |
| Collisions and derailments .....         | 8                     | 10                   | 1                 | 19               |
| Striking bridges .....                   |                       | 2                    |                   | 2                |
| Walking or being on track .....          |                       | 12                   | 99                | 111              |
| Other causes .....                       |                       | 9                    | 5                 | 14               |
| Totals .....                             | 13                    | 65                   | 118               | 196              |

LAND GRANTS made by Governments to railways completed and under construction:—

| Name of Railway.                              | Government.       | Acres<br>Granted. | Acres Sold. | Amount<br>Realized. |
|---|-------------------|-------------------|-------------|---------------------|
| Calgary and Edmonton .....                    | Dominion .....    | 2,176,000         |             | \$                  |
| Canadian Pacific .....                        | do .....          | 26,408,000        | 10,427,129  | 22,189,657          |
| Manitoba and South-Western Colonization ..... | do .....          | 4,968,000         | 108,995     | 471,468             |
| Esquimalt and Nanaimo .....                   | do .....          | 1,900,000         |             |                     |
| Great Northern .....                          | Quebec .....      | 140,000           |             |                     |
| Great North-West Central .....                | Dominion .....    | 2,880,000         |             |                     |
| Lake Temiscamingue Colonization .....         | Quebec .....      | 250,000           |             |                     |
| Lower Laurentian .....                        | do .....          | 480,000           | 385,386     | 134,885             |
| Manitoba and North-Western .....              | Dominion .....    | 2,918,400         | 225,762     | 573,284             |
| Montreal and Western .....                    | Quebec .....      | 350,000           |             |                     |
| *North-Western Coal and Navigation .....      | Dominion .....    | 1,401,600         | 95,641      | 128,399             |
| Ottawa and Gatineau Valley .....              | Quebec .....      | 450,000           |             |                     |
| Qu'Appelle, Long Lake and Saskatchewan .....  | Dominion .....    | 1,329,333         | 128,000     | 121,600             |
| Quebec and Lake St. John .....                | Quebec .....      | 1,390,000         | 1,390,000   | 973,000             |
| Western Counties .....                        | Nova Scotia ..... | 150,000           |             |                     |
| Wood Mountain and Qu'Appelle .....            | Dominion .....    | 1,536,000         |             |                     |
| Winnipeg and Hudson Bay .....                 | do .....          | 8,480,000         |             |                     |

\* Now Alberta Railway and Coal Company.

The statistics have again been greatly delayed owing to the difficulty of obtaining the returns of many of the smaller companies, some of which have come in at various dates in March and April, instead of on or before the 1st October, as the Act requires. I can only repeat the recommendation I have so often made already, that the law in the case made and provided be enforced.

I have the honour to be, Sir,

Your obedient servant,

COLLINGWOOD SCHREIBER,

*Chief Engineer and General Manager.*

The Secretary,  
Department of Railways and Canals.

TABLE showing Locations of the Railways of the Dominion of Canada, 30th June, 1891.

| Name of Railway.                                | Description.  | Distance. |        |
|---|---|-----------|--------|
|   |   | Miles.    | Total. |
| Alberta Railway and Coal Co....                 | Late North-Western Coal and Navigation Co.—From Dunmore, on C.P.R., westerly to colliery at Lethbridge, and from Lethbridge to Coutts ..... |           | 174·12 |
| Albert Southern .....                           | Harvey Branch Junction to Alma .....  |           | 17·00  |
| Baie des Chaleurs .....                         | Metapedia to Paspebiac (60 miles of track laid) .....   |           | 100·00 |
| Bay of Quinté and Navigation Co.                | Deseronto, on Bay of Quinté, Lake Ontario, to Deseronto Junction, Grand Trunk Railway .....   |           | 3·50   |
| Brantford, Waterloo and Lake Erie .....         | Brantford, Ont., to Waterford, Ont. ....  |           | 17·00  |
| Buctouche and Moncton .....                     | Moncton, on Intercolonial Railway, to Buctouche, N.B. ....  |           | 32·00  |
| Brockville, Westport and Sault Ste. Marie ..... | Brockville to Westport .....  |           | 45·00  |
| Calgary and Edmonton .....                      | Calgary to Edmonton } (156·30 miles of track laid). }   | 191·97    |        |
|   | do Macleod }  | 105·00    |        |
|   |   |           | 296·97 |
| Canada Atlantic .....                           | City of Ottawa to Boundary. Crosses the St. Lawrence at Coteau by bridge. Connects with Grand Trunk Railway at Coteau and Lacolle .....     |           | 138·00 |
| Canada Southern .....                           | Main Line—Windsor to Suspension Bridge .....  | 126·18    |        |
|   | Amherstburg Branch—Essex Centre to Amherstburg .....  | 15·70     |        |
|   | St. Clair Branch—St. Clair Junction to Courtright .....   | 62·63     |        |
|   | Fort Erie Branch—Fort Erie to Welland Junction .....  | 17·50     |        |
|   | Erie and Niagara Branch—Fort Erie to Niagara .....  | 30·60     |        |
|   | Oil Springs Branch—Oil Springs to Oil City .....  | 5·50      |        |
|   | Sarnia, Chatham and Erie—Oil City to Petrolia .....   | 7·00      |        |
|   | Leamington and St. Clair—Comber to Leamington .....   | 13·80     |        |
|   |   |           | 378·91 |
| Canada Eastern .....                            | Late Northern and Western of New Brunswick—Gibson to Chatham Junction, I. C. R. ....  | 107·00    |        |
|   | Blackville to Indiantown .....  | 9·00      |        |
|   | Chatham to Chatham Junction .....   | 11·00     |        |
| Canadian Pacific:                               |   |           | 127·00 |
| Owned .....                                     | Main Line—Montreal to Vancouver. ....   | 2,906·50  |        |
|   | do Quebec to St. Martin's Junction .....  | 159·80    |        |
| (Formerly North Shore Ry.)...                   | Branch—Grand Piles to Three Rivers .....  | 27·50     |        |
|   | do Joliette Junction to St. Félix .....   | 16·80     |        |
|   | do Berthier do Berthier .....   | 2·00      |        |
|   | do Ste. Thérèse to St. Lin .....  | 15·00     |        |
|   | do do St. Eustache .....  | 8·00      |        |
|   | do St. Lin Junction to St. Jérôme .....   | 11·00     |        |
|   | do Buckingham Station to Buckingham Village .....   | 4·20      |        |
|   | do Hull to Aylmer .....   | 7·50      |        |
|   | do Carleton Junction to Brockville .....  | 45·50     |        |
|   | do Sudbury to Copper Mines .....  | 5·00      |        |
|   | do do Sault Ste. Marie .....  | 182·50    |        |
|   | do Winnipeg Junction to Emerson .....   | 64·80     |        |
|   | do do to Deloraine .....  | 201·60    |        |
|   | do do Glenboro' .....   | 116·80    |        |
|   | do Rosenfeld to Gretna .....  | 13·70     |        |
|   | do Winnipeg to W. Selkirk .....   | 22·50     |        |
|   | do do Stonewall .....   | 18·10     |        |
|   | do Vancouver to Coal Harbour .....  | 1·20      |        |
|   | do New Westminster to N. W. Junction .....  | 9·20      |        |
|   | Total mileage owned .....   | 3,839·20  |        |
| Leased lines .....                              | Atlantic and North-West—Mile End to Mattawakeag Junction (including former International and Waterloo and Magog Railways) .....             |           | 336·10 |
|   | St. Lawrence and Ottawa—Ottawa to Prescott .....  | 51·80     |        |
|   | Chaudière Junction to Ottawa .....  | 4·70      |        |
|   |   | 56·50     |        |
|   | Carried forward .....   |           | 392·60 |

TABLE showing Locations of Railways, &amp;c.—Continued.

| Name of Railway.                             | Description.  | Distance. |          |
|--|---|-----------|----------|
|  |   | Miles.    | Total.   |
| Canadian Pacific—Continued.<br>Leased Lines. | Brought forward.....  | 392 60    |          |
|  | Ontario and Quebec—   |           |          |
|  | Montreal to Toronto Junction.....   | 339 00    |          |
|  | London to Windsor.....  | 112 00    |          |
|  |   | 451 00    |          |
|  | Credit Valley—  |           |          |
|  | Toronto Junction to St. Thomas.....                                       | 116 10    |          |
|  | Streetsville Junction to Melville.....                                    | 31 60     |          |
|  | Cataract to Elora.....  | 27 50     |          |
|  |   | 175 20    |          |
|  | Toronto, Grey and Bruce—  |           |          |
|  | Toronto to Owen Sound.....  | 116 60    |          |
|  | Orangeville to Teeswater.....   | 67 10     |          |
|  | Glenannan to Wingham.....   | 5 00      |          |
|  |   | 188 70    |          |
|  | West Ontario Pacific—Woodstock to London.....                             | 26 60     |          |
|  | Guelph Junction—  |           |          |
|  | Guelph, Ont., to Guelph Junction, on Credit Valley<br>Railway, C.P.R..... | 15 50     |          |
|  | New Brunswick—  |           |          |
|  | From Gibson to Edmundston.....  | 164 00    |          |
|  | Branch, Newbury Junction to Woodstock.....                                | 6 00      |          |
|  | do Aroostock to Maine boundary....  | 4 00      |          |
|  | Woodstock to St. Stephens and St. Andrews.....                            | 127 00    |          |
|  | Carleton to St. Croix and Vanceboro'.....                                 | 92 00     |          |
|  | Fredericton Junction to Fredericton.....                                  | 22 50     |          |
|  |   | 415 50    |          |
|  | Columbia and Kootenay—  |           |          |
|  | From outlet Kootenay Lake to Columbia River....                           | 28 50     |          |
|  | Toronto Junction to Strachan Avenue.....                                  | 3 20      |          |
|  | Total Mileage Leased.....   | 1,696 80  |          |
|  | do Owned.....   | 3,839 20  |          |
|  | do Worked.....  |           | 5,536 00 |
| Canadian Government Railways.                | Intercolonial—  |           |          |
|  | Halifax to Lévis.....   | 675 00    |          |
|  | Moncton to St. John.....  | 89 00     |          |
|  | Truro to Trenton.....   | 44 00     |          |
|  | New Glasgow to Mulgrave.....  | 82 00     |          |
|  | Stellarton to Pictou.....   | 14 00     |          |
|  | Pt. Tupper to Sydney.....   | 91 00     |          |
|  | Trenton to Pictou Landing.....  | 7 00      |          |
|  | Painsec to Pte. du Chêne.....   | 11 00     |          |
|  | Branch to North Sydney.....   | 5 00      |          |
|  | do Dalhousie.....   | 7 00      |          |
|  | do St. Charles.....   | 25 00     |          |
|  | do Dartmouth.....   | 5 00      |          |
|  | do Indiantown.....  | 14 00     |          |
|  | do Oxford Junction to Brown's Pt.....                                     | 67 00     |          |
|  | do Pugwash.....   | 5 00      |          |
|  |   | 1,141 00  |          |
|  | Prince Edward Island—   |           |          |
|  | Main Line—Alberton to Georgetown.....                                     | 147 00    |          |
|  | Branch—Mount Stewart to Souris.....                                       | 38 40     |          |
|  | do Alberton to Tignish.....   | 13 10     |          |
|  | do County Line to Cape Traverse....                                       | 12 10     |          |
|  |   | 210 60    |          |
|  |   |           | 1,351 60 |

TABLE showing Locations of Railways, &amp;c.—Continued.

| Name of Railway.  | Description.  | Distance.    |        |
|---|---|--------------|--------|
|   |   | Miles.       | Total. |
| Caraget.....  | From Gloucester Junction, Intercolonial Railway, 5 miles south of Bathurst Station, easterly along the south shore of Baie des Chaleurs to Shippigan Harbour, N.B. ....   |              | 68 00  |
| Carillon and Grenville.....   | Carillon to Grenville, P.Q., connecting at both termini with Ottawa River Navigation Company's steamers (Gauge, 5 ft. 6 in.).....   |              | 13 00  |
| Central Ontario.....  | From Picton, in Prince Edward County, Ont., to Coe Hill Iron Mines, Wollaston, County of Hastings; connects with Grand Trunk at Trenton, Midland Railway, 2 miles west of Stirling, and with Ontario and Quebec, in Township of Rawdon..... |              | 104 00 |
| Central Railway of New Brunswick.....                                       | From Norton Station, on the Intercolonial Railway, to Chipman.....  | 44 66        |        |
|   | From Hampton to Quaco (formerly St. Martin's and Upham Railway).....  | 30 00        | 74 66  |
| Cornwallis Valley.....  | From Kingsport, on Basin of Minas, N.S., to Kentville on Windsor and Annapolis Railway.....   |              | 14 00  |
| Cumberland Railway and Coal Company (formerly Spring Hill and Parrsboro').. | Spring Hill Junction, Intercolonial Railway, to Spring Hill Coal Mines, N.S., and Parrsboro', on the Bay of Fundy.....  | 32 00        |        |
|   | Spring Hill and Oxford Branch, from Spring Hill Mines to Oxford Village on the Oxford and New Glasgow Railway.....  | 14 00        | 46 00  |
| Drummond County.....  | Ste. Rosalie, P.Q., to Ball's Wharf, connects with Canadian Pacific Railway at Drummondville.....   |              | 62 81  |
| Elgin, Petibodiad and Havelock..  | From Elgin, County of Albert, N.B., to Petibodiad Junction, with Intercolonial Railway; thence to Havelock, in County of King's.....  |              | 28 00  |
| Erie and Huron.....   | Rondeau, Lake Erie, Ont., to Sarnia, passing through Town of Chatham, Ont.; connects with Canada Southern and Great Western Railways.....   |              | 75 75  |
| Esquimalt and Nanaimo.....  | Victoria to Wellington.....   |              | 78 00  |
| Fredericton and St. Mary's Railway Bridge Co.....                           | Connecting the Fredericton Railway, at Fredericton, with the Northern and Western Railway at St. Mary's.....  |              | 1 33   |
| Grand Trunk—Grand Trunk Division (owned).                                   | Main Line—Port Edward to Point Lévis and Island Pond.....   | 719 50       |        |
|   | Montreal to Dorval.....   | 10 25        |        |
|   | Sarnia Extension—Port Edward to Great Western... Branch—Montreal to Wharves.....  | 3 00<br>2 00 |        |
|   | Three Rivers Branch—Arthabaska to Doucet's Landing.....   | 35 25        |        |
|   | Kingston Branch—Main Line to Kingston.....  | 2 25         |        |
|   | Galt and Waterloo Branch—Waterloo and Berlin to Galt.....   | 14 50        |        |
|   | London Branch—St. Mary's to London.....   | 22 00        |        |
|   | Champlain Branch—St. Lambert to Rouse's Point, Montreal to Lachine, St. Isidore to Province Line..  | 66 00        |        |
|   | Jacques Cartier Union—Jacques Cartier to Canadian Pacific Railway Junction.....   | 6 50         |        |
|   | Northern Railway—Main Line—Toronto to Gravenhurst.....  | 111 49       |        |
|   | Branch—Allandale to Collingwood.....  | 31 76        |        |
|   | do Collingwood to Meaford.....  | 20 50        |        |
|   | do Flos Tramway—Elmsvale to Hillsdale.....  | 8 28         |        |
|   | Carried forward.....  | 1,053 28     |        |



TABLE showing Location of Railways, &amp;c.—Continued.

| Name of Railway.             | Description.  | Distance. |          |
|------------------------------|---|-----------|----------|
|                              |   | Miles.    | Total.   |
|                              | Brought forward.....  | 1,053·28  |          |
| Grand Trunk—Continued.       |   |           |          |
| Grand Trunk Division owned.. | Hamilton and North-Western—<br>Main Line—Port Dover, on Lake Erie, to Allandale,<br>on Lake Huron.....  | 134·07    |          |
|                              | Branch—Beeton to Collingwood.....   | 39·83     |          |
| Great Western Division.....  | Main Line—Niagara Falls to Windsor.....   | 229·50    |          |
|                              | Toronto Branch—Hamilton to Toronto.....   | 38·50     |          |
|                              | Galt do Harrisburg to Guelph.....   | 27·18     |          |
|                              | Brant Branch—Harrisburg to Brantford.....   | 8·00      |          |
|                              | Sarnia do Komoka to Sarnia.....   | 50·75     |          |
|                              | Petrolia do Wyoming to Petrolia.....  | 4·75      |          |
|                              | Loop Line—Fort Erie to Glencoe.....   | 145·50    |          |
|                              | Allanburg Branch—Allanburg to Clifton Junction.....   | 8·32      |          |
|                              | Welland—From Port Colborne to Port Dalhousie, Ont   | 25·00     |          |
| Leased and Operated.....     | Wellington, Grey and Bruce—Guelph to Southampton<br>and Palmerston to Kincardine.....   | 168·35    |          |
|                              | London and Port Stanley—London to Port Stanley..  | 23·66     |          |
|                              | London, Huron and Bruce—Hyde Park to Wingham<br>Junction.....   | 68·89     |          |
|                              | Brantford, Norfolk and Port Burwell—Brantford to<br>Tilsonburg Junction.....  | 34·75     |          |
|                              | NOTE.—The Georgian Bay and Lake Erie Railway<br>includes the former Georgian Bay and Wellington,<br>Port Dover and Lake Huron, and Stratford and Huron<br>Railways. |           |          |
|                              | Buffalo and Lake Huron—Goderich to Fort Erie....  | 162·00    |          |
|                              | Georgian Bay and Lake Erie—Port Dover to Warton   | 172·75    |          |
|                              | South Norfolk—Simcoe to Port Rowan.....   | 17·00     |          |
|                              | Montreal and Champlain Junction—Brossseau to Dun-<br>dee and St. Martin's to Valleyfield.....   | 81·25     |          |
|                              | Northern and Pacific Junction (from Northern Rail-<br>way at Gravenhurst to Junction with Canadian<br>Pacific Railway at La Vase River, Lake Nipissing)             | 111·37    |          |
|                              | North Simcoe—Colwell to Penetanguishene.....  | 33·34     |          |
|                              | Cobourg, Blairton and Marmora—Cobourg to Har-<br>wood.....  | 15·00     |          |
|                              | Blairton to C. P. R.....  | 8·00      |          |
|                              |   | 18·00     |          |
| Leased—Midland Division...   | Midland—Port Hope to Peterboro' and Midland on<br>Georgian Bay.....   | 165·75    |          |
|                              | Toronto and Nipissing (including former Lake Simcoe<br>Junction Railway).....   | 111·50    |          |
|                              | Grand Junction—From Belleville to North Hastings<br>and Peterboro'.....   | 85·40     |          |
|                              | Whitby and Haliburton (including former Victoria,<br>and Whitby, Port Perry and Lindsay Railway)....  | 99·75     |          |
|                              | Madoc Junction to Bridgewater.....  | 8·50      |          |
|                              | Peterboro' to Chemong Wharf.....  | 8·22      |          |
|                              |   | *         | 3,143·22 |
| Great Eastern.....           | From Dundas, County Huntingdon, Que., to Lévis,<br>Que. (under construction, 60 miles).....   | 220·00    |          |
|                              | Branch from St. Lambert's to Rouse's Point (13 miles<br>track laid).....  | 36·00     |          |
| Leased.....                  | Montreal and Sorel—From Junction with G.T.R. at<br>St. Lambert to Armstrong, opposite Sorel....   | 45·00     |          |
|                              |   |           | 301·00   |
| Great Northern.....          | From near St. Andrew's, on Ottawa River, to Quebec;<br>18 miles constructed from St. Jérôme to Ste. Ju-<br>lienne.....  |           | 170·00   |
| Great North-West Central.... | Brandon, <i>via</i> Battleford, to Rocky Mountains.....   |           | 50·00    |

\*Including sundry connections, 5·06 miles.

TABLE showing Location of Railways, &c.—*Continued.*

| Name of Railway.   | Description.   | Distance.     |        |
|--|--|---------------|--------|
|  |  | Miles.        | Total. |
| Hereford .....   | From International Boundary to Dudswell, County Wolfe, connects with Canadian Pacific Railway at Cookshire, and with Quebec Central at Dudswell.. Dudswell to Lime Quarries (Dominion Lime Company)  | 48'04<br>4'80 | 52.84  |
| Irondale, Brancroft and Ottawa .....   | From Orillia, Ont., to Ottawa (located from Mackinmont to Brancroft, 50 miles). Will connect with G. T. R. and Northern Railways at Orillia. Also with Kingston and Pembroke and with C. P. R. at Ottawa. 12 miles of track laid..                     |               | 225'00 |
| Joggins .....  | Maccan Station, I. C. R., to Prospect Mine .....   |               | 13'00  |
| Kent Northern .....  | Richibucto, N. B., to Intercolonial Railway .....  |               | 34'00  |
| Kingston and Pembroke .....  | Main Line—Kingston to Pembroke .....   | 103'00        |        |
|  | Glendon Branch—Bedford to Zanesville .....   | 4'00          |        |
|  | do To Robertsville Mines .....   | 1'00          |        |
| Kingston and Pembroke .....  | Glendon Branch—To Doran's Mills, Charcoal Works, McLaren's Mills, Bethune's Mines, Lavant Mills, Clyde Forks Mills and Francis Mills .....   | 4'00          | 112'00 |
|  | (Connects with Grand Trunk at Kingston, Canadian Pacific at Sharbot Lake and at Renfrew.)  |               |        |
| Kingston, Napanee & Western .....  | Late Napanee, Tamworth and Quebec :—<br>Napanee to Tamworth .....  | 28'50         |        |
|  | Yarker to Harrowsmith .....  | 7'00          |        |
|  | Tamworth to Tweed .....  | 20'95         |        |
|  |  |               | 56'45  |
| L'Assomption .....   | L'Epiphanie Station, C. P. R., to L'Assomption .....   |               | 3'00   |
| Lake Erie, Essex and Detroit River .....                                     | From Walkerton, Ont., on G. T. R., to Leamington, on Canada Southern Railway. ....   |               | 42'00  |
| Lake Temiscamingue Colonization Railway .....                                | Mattawa to head of Lake Kippewa. ....  |               | 15'50  |
| Lower Laurentian (formerly St Lawrence, Lower Laurentian and Saguenay) ..... | From St. Tite, on C. P. R., to Rivière à Pierre, on Quebec and Lake St. John Railway (39 miles of track laid) .....  |               | 42'75  |
| Manitoba and North-Western .....   | Portage la Prairie to Yorkton .....  | 223'05        |        |
|  | Shell River Branch .....   | 11'45         |        |
|  | Leased—Saskatchewan and Western—Minnedosa to Rapid City .....  | 15'47         |        |
|  |  |               | 249'97 |
| Massawippi Valley .....  | From Lennoxville to Vermont boundary, there connecting with Connecticut and Passumpsic Rivers Railway; also connects with Grand Trunk and C. P. R. at Lennoxville .....  | 32'00         |        |
|  | Branch—Stanstead Junction to Stanstead .....   | 2'00          |        |
|  |  |               | 34'00  |
| Montreal and Lake Makinongé .....  | From St. Félix to St. Gabriel de Brandon .....   |               | 12'75  |
| Montreal and Vermont Junction .....  | From Junction with Stanstead, Shefford and Chambly Railway, 2½ miles east of St. John, P.Q., to Junction with Vermont and Canada Railway, at Vermont boundary; also connects at Stanbridge with Lake Champlain and St. Lawrence Junction Railway ..... |               | 23'60  |
| Montreal and Western .....   | From St. Jérôme, on C. P. R., to Ste. Agathe (18 miles constructed) .....  |               | 30'00  |
| Montreal and Ottawa .....  | Vaudreuil Junction, G. T. R., to Rigaud .....  |               | 16'50  |

TABLE showing Locations of Railways, &amp;c.—Continued.

| Name of Railway.                             | Description.  | Distance. |        |
|--|---|-----------|--------|
|  |   | Miles.    | Total. |
| New Brunswick and Prince Edward Island ..... | From Sackville Station, Intercolonial Railway to Cape Tormentine. ....  |           | 36 00  |
| Northern Pacific and Manitoba..              | Winnipeg to International boundary .....  | 65 30     |        |
|  | Portage Junction to Portage la Prairie .....  | 52 50     |        |
|  | Morris to Brandon .....   | 145 50    | 263 30 |
| Nosbonsing and Nipissing .....               | From Nosbonsing, on Canadian Pacific Railway, to Lake Nipissing .....   |           | 5 50   |
| Nova Scotia Central .....                    | From Middleton, on the Windsor and Annapolis Railway, to town of Lunenburg, on the Atlantic coast, N.S. ....        |           | 74 00  |
| Orford Mountain .....                        | Eastman to Kingsbury, P.Q. (10 miles under construction) .....  |           | 31 00  |
| Ottawa and Gatineau Valley .....             | Canadian Pacific Railway Station at Hull, Que., to Wakefield .....  |           | 20 00  |
| Pontiac and Renfrew .....                    | From Wyman's Station, on Pontiac Pacific Junction Railway, to Bristol Mines, County Pontiac, Que. ....              |           | 4 25   |
| Pontiac and Pacific Junction .....           | From Junction with Canadian Pacific Railway at Aylmer, Que., to Pembroke, Ont. ....                                 |           | 85 00  |
| Port Arthur, Duluth & Western.               | (Rails laid on 71 miles only from Aylmer.)  |           |        |
|  | Port Arthur to International Boundary .....   |           | 84 66  |
| Qu'Appelle, Long Lake and Saskatchewan ..... | (Connects with C.P.R. at Port Arthur and Fort William ; 60 miles track laid.)                                       |           |        |
|  | From Canadian Pacific Railway at Regina, north-westerly to Prince Albert .....                                      |           | 247 19 |
| Quebec and Lake St. John. ....               | Quebec to Roberval .....  | 191 00    |        |
|  | Chambord Junction to Chicoutimi and St. Alphonse. ....  | 5 00      |        |
|  | Lorette Junction to C.P.R. Junction .....   | 8 00      | 204 00 |
|  | Junction with North Shore Railway 4 miles from Quebec to Roberval. Lake St. John, 191 miles completed.              |           |        |
|  | Branches not built—   |           |        |
|  | St. Gabriel to Rivière aux Pins .....   | 10 00     |        |
| Quebec Central .....                         | Rivière à Pierre to La Tuque .....  | 45 00     |        |
|  | Chambord to Chicoutimi .....  | 70 00     | 153 50 |
|  | Main Line—Sherbrooke to Harlaka Junction, Intercolonial Railway, 5 miles from Lévis, Que. ....                      | 137 50    |        |
|  | Chaudière Branch—Beauce Junction to St. Francis. ....   | 15 00     |        |
| Quebec, Montmorenci and Charlevoix .....     | Angus Branch—East Angus to Angus Mills .....  | 1 00      | 25 00  |
|  | (Connects with Grand Trunk, Passumpsic and C.P.R. at Sherbrooke.)   |           |        |
| Quebec, Stanstead and Chamblay .....         | Hedleyville, Parish of St. Roch, Quebec, to Ste. Anne .....   |           | 21 00  |
| Stanstead, Shefford and Chamblay .....       | From Junction with Montreal and Vermont Junction Railway, near St. John, Que., easterly to Waterloo. ....           |           | 43 00  |
| Shuswap and Okanagan .....                   | (Connects with South-Eastern, and Chappleau and St. Lawrence Junction Railways.)                                    |           |        |
|  | Sicamous, C.P.R., to near Lake Okanagan .....   |           | 51 00  |
| Shore Line (formerly Grand Southern) .....   | St. John to St. Stephen, N.B. ....  |           | 82 50  |
| Stewiacke Valley and Lansdowne .....         | Graham's Siding, Intercolonial Railway, to Upper Stewiacke, thence to Lansdowne (12 miles under construction) ..... |           | 37 00  |

TABLE showing Locations of Railways, &amp;c.—Continued.

| Name of Railway.                           | Description.   | Distance. |        |
|--|--|-----------|--------|
|  |  | Miles.    | Total. |
| South-Eastern.. . . . .                    | Main Line—West Farnham to Boundary Line.....   | 44 00     |        |
|  | Northern Division—Sutton Junction to Sorel.....  | 96 00     |        |
|  | Branch—Drummondville to L'Avenir.....  | 12 00     |        |
|  | Leased Lines—  |           |        |
|  | Montreal, Portland and Boston—Longueuil and St. Lambert to Farnham.....  | 36 00     |        |
|  | Branch—Marieville to St. Césaire.....  | 9 00      |        |
|  | Lake Champlain and St. Lawrence Junction—Stanbridge to St. Guillaume.....  | 63 00     | 260 00 |
|  | (Connects with Connecticut and Passumpsic Railway, Grand Trunk and Stanstead, Shefford and Chambly.)                                 |           |        |
| St. Catharines and Niagara Central.....    | St. Catharines, Ont., to Niagara Falls.....  |           | 12 35  |
| St. John Bridge and Railway Extension..... | Lies within the limits of the City of Portland, N.B., and connects the Intercolonial and New Brunswick Railways.....                 |           | 1 75   |
| St. John Valley and Rivière du Loup.....   | From Fredericton, N.B., to Woodstock, N.B. (7 miles under construction).....   |           | 65 00  |
| Salisbury and Harvey.....                  | Late Albert Railway—   |           |        |
|  | Salisbury to Albert.....   | 45 00     |        |
|  | Branches to Mills.....   | 2 00      |        |
|  | Hillsboro' to Gray's Island.....   | 1 00      |        |
|  | Albert to Prescott.....  | 1 00      |        |
|  | Harvey to Albert.....  | 3 00      |        |
|  | Stony Creek to Manganese Mine.....   | 1 25      | 53 25  |
| St. Clair Tunnel Co.....                   | From point on G.T.R. in Town of Sarnia to point on Chicago and G. T. Junction in Port Huron, U.S.A.....                              |           | 2 23   |
| Thousand Islands.....                      | Gananoque to Gananoque Station, G.T.R.....   |           | 4 08   |
| Témiscouata.....                           | Rivière du Loup, Que., on Intercolonial, to Edmundston, N.B., on the New Brunswick Railway.....                                      |           | 81 00  |
| Tobique Valley.....                        | From Perth Centre on C.P.R. to Red Rapids (6 miles of track laid.).....  |           | 14 00  |
| Waterloo Junction.....                     | Waterloo to Elmira (under construction).....   |           | 10 25  |
| Western Counties.....                      | Yarmouth to Annapolis, N.S.....  |           | 87 00  |
| Windsor and Annapolis.....                 | Windsor to Annapolis, N.S.....   | 84 00     |        |
| Leased Line.....                           | Windsor Branch—Windsor to Windsor Junction, Intercolonial Railway, 14 miles from Halifax.....  | 32 00     | 116 00 |
| Wood Mountain and Qu'Appelle.....          | From Canadian Pacific Railway, near Qu'Appelle Station, to Fort Qu'Appelle, thence north-westerly (17 miles under construction)..... |           | 110 00 |
| Winnipeg and Hudson Bay.....               | Winnipeg to Port Nelson on Hudson Bay.....   |           | 650 00 |
|  | (Constructed 40 miles, Winnipeg to St. Laurent on Lake Manitoba.)  |           |        |



No. 1.--Summary Statement of Capital for the Year ended 30th June, 1891.

| Number. | NAME OF RAILWAY. | LENGTH OF LINE.             |                         | ORDINARY SHARE CAPITAL. |             |          | PREFERENCE SHARE CAPITAL. |             |          | BONDED DEBT. |          |                      | GOVERNMENT AID.     |       |        | MUNICIPAL AID.                         |          |       | FROM OTHER SOURCES. |  | TOTAL CAPITAL. |             | FLOATING DEBT. |             | REMARKS. |          |         |                      |   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
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|         |                  | Completed.<br>(Rails laid.) | Under-<br>Construction. | Authorized.             | Subscribed. | Paid Up. | Authorized.               | Subscribed. | Paid Up. | Authorized.  | Paid Up. | Rate of<br>Interest. | Name of Government. | Loan. | Bonus. | Subscription<br>to Shares or<br>Bonds. | Paid Up. | Loan. | Bonus.              | Subscription<br>to Shares or<br>Bonds. | Paid Up.       | Subscribed. | Paid Up.       | Subscribed. |          | Paid Up. | Amount. | Rate of<br>Interest. | Total<br>Cost of Railway<br>and Rolling<br>Stock. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|         |                  |                             |                         |                         |             |          |                           |             |          |              |          |                      |                     |       |        |  |          |       |                     |  |                |             |                |             |          |          |         |                      |   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |



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## SUMMARY STATEMENTS

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## No. 2.—SUMMARY STATEMENT of Characteristics of

| Number. | Name of Railway.                                     | Length of Line.             |                          |             |              | Length of Sidings. | Weight per Yard. |              |
|---------|--|-----------------------------|--------------------------|-------------|--------------|--------------------|------------------|--------------|
|         |  | Completed.<br>(Rails laid.) | Under Construc-<br>tion. | Iron Rails. | Steel Rails. |                    | Iron Rails.      | Steel Rails. |
|         |  |                             |                          |             |              |                    |                  |              |
|         |  |                             |                          |             |              |                    | Lbs.             | Lbs.         |
| 1       | Alberta Railway and Coal Co. ....                    | 174 12                      |                          |             | 174 12       | 12 31              |                  | 28, 30, 35   |
| 2       | Albert Southern. ....                                | 17 00                       | 1 00                     |             | 17 00        | 38                 |                  | 56           |
| 3       | Baie des Chaleurs .....                              | 60 00                       |                          |             | 60 00        | 6 00               |                  | 56           |
| 4       | Bay of Quinte Ry. and Navigation Co. .               | 3 50                        |                          |             | 3 50         | 3 00               |                  | 50           |
| 5       | Brantford, Waterloo and Lake Erie ....               | 17 00                       |                          |             | 17 00        | 66                 |                  | 56           |
| 6       | Brockville, Westport & Sault Ste. Marie              | 45 00                       |                          |             | 45 00        | 1 80               |                  | 56           |
| 7       | Buctouche and Moncton. ....                          | 32 00                       |                          |             | 32 00        | 3 25               |                  | 56           |
| 8       | Calgary and Edmonton .....                           | 156 30                      |                          |             | 156 30       | 4 30               |                  | 56           |
| 9       | Canada Atlantic. ....                                | 138 00                      |                          |             | 138 00       | 40 00              |                  | 56           |
| 10      | Canada Eastern. ....                                 | 127 00                      |                          |             | 127 00       | 6 00               |                  | 56½ & 60     |
| 11      | Canada Southern .....                                | 378 91                      |                          | 32 12       | 346 79       | 139 47             | 60               | 80, 65 & 60  |
| 12      | Canadian Government Railways—                        |                             |                          |             |              |                    |                  |              |
|         | Intercolonial .....                                  | 1142 00                     |                          |             | 1142 00      | 140 25             |                  | 56, 57½ & 67 |
|         | Prince Edward Island .....                           | 210 60                      |                          | 136 91      | 73 69        | 15 71              | 40               | 50 & 5       |
| 13      | Canadian Pacific. .... 3,415 30                      |                             |                          |             |              |                    |                  |              |
|         | Atlantic and North-West. .... 336 10                 |                             |                          |             |              |                    |                  |              |
|         | Manitoba South-Western .....                         |                             |                          |             |              |                    |                  |              |
|         | Colonization. .... 217 80                            |                             |                          |             |              |                    |                  |              |
|         | North Shore. .... 206 10                             |                             |                          |             |              |                    |                  |              |
|         | St. Lawrence and Ottawa. .... 56 50                  |                             |                          |             |              |                    |                  |              |
|         | Toronto, Grey and Bruce. .... 188 70                 |                             |                          |             |              |                    |                  |              |
|         | Ontario and Quebec. .... 451 50                      | 5536 90                     |                          | 74 50       | 5462 40      | 484 60             |                  | 52 to 72     |
|         | Credit Valley. .... 175 20                           |                             |                          |             |              |                    |                  |              |
|         | West Ontario Pacific. .... 26 60                     |                             |                          |             |              |                    |                  |              |
|         | Guelph Junction. .... 15 00                          |                             |                          |             |              |                    |                  |              |
|         | New Brunswick. .... 416 40                           |                             |                          |             |              |                    |                  |              |
|         | Columbia and Kootenay. .... 28 50                    |                             |                          |             |              |                    |                  |              |
|         | Toronto Junction to Strachan Avenue. .... 3 20       |                             |                          |             |              |                    |                  |              |
| 14      | Caraguet. ....                                       | 68 00                       |                          |             | 68 00        | 3 25               |                  | 50           |
| 15      | Carillon and Grenville. ....                         | 13 00                       |                          | 13 00       |              | 0 25               | 65               |              |
| 16      | Central Ontario. ....                                | 104 00                      |                          |             | 104 00       | 11 00              |                  | 42 & 56      |
| 17      | Central of New Brunswick .....                       | 74 66                       |                          |             | 74 66        | 2 50               |                  | 52 & 56      |
| 18      | Cornwallis Valley. ....                              | 14 00                       |                          |             | 14 00        | 1 00               |                  | 56           |
| 19      | Cumberland Railway and Coal Co. ....                 | 46 00                       |                          |             | 46 00        |                    |                  | 56 & 67      |
| 20      | Drummond County. ....                                | 62 81                       |                          | 50          | 62 31        | 3 20               |                  | 56 & 60      |
| 21      | Elgin, Petibodiad and Havelock. ....                 | 28 00                       |                          |             | 28 00        | 2 00               |                  | 44, 52 & 56  |
| 22      | Erie and Huron .....                                 | 75 75                       |                          | 1 75        | 74 00        | 4 87               |                  | 54 & 56      |
| 23      | Esquimalt and Nanaimo. ....                          | 78 00                       |                          |             | 78 00        | 2 03               |                  | 50 & 54      |
| 24      | Fredericton and St. Mary's Railway Bridge Co. ....   | 1 33                        |                          |             | 1 33         |                    |                  | 60           |
| 25      | Grand Trunk. .... 879 59                             |                             |                          |             |              |                    |                  |              |
|         | Buffalo and Lake Huron. .... 162 00                  |                             |                          |             |              |                    |                  |              |
|         | Grand Trunk, Georgian Bay and Lake Erie. .... 172 75 |                             |                          |             |              |                    |                  |              |
|         | Montreal & Champlain Junc. .... 81 25                |                             |                          |             |              |                    |                  |              |
|         | Great Western. .... 540 72                           |                             |                          |             |              |                    |                  |              |
|         | London and Port Stanley. .... 23 84                  |                             |                          |             |              |                    |                  |              |
|         | Wellington, Grey and Bruce 168 09                    |                             |                          |             |              |                    |                  |              |
|         | London, Huron and Bruce. .... 68 89                  |                             |                          |             |              |                    |                  |              |
|         | Brantford, Norfolk and Port Burwell. .... 34 73      |                             |                          |             |              |                    |                  |              |
|         | Midland. .... 173 97                                 |                             |                          |             |              |                    |                  |              |
|         | Carried forward. ....                                | 8603 88                     | 1 00                     | 258 78      | 8345 10      | 887 83             |                  |              |

Roads. &amp;c., Year ended 30th June, 1891.

| Number of Ties to Mile. | Nature of Rail Fastenings.      | No. of Grain Elevators. |              | No. of Level crossings | No. of Overhead Bridges. | Height of Overhead Bridges above Rail Level. | Level Crossings of other Railways. | No. of Junctions with other Railways. | No. of Junctions with Branch Lines. | Radius of Sharpest Curve. | No. of Feet per Mile of heaviest Gradient. | Gauge of Railway. | Number. |
|-------------------------|---------------------------------|-------------------------|--------------|------------------------|--------------------------|--|------------------------------------|---------------------------------------|-------------------------------------|---------------------------|--|-------------------|---------|
|                         |                                 | Guarded.                | Not Guarded. |                        |                          |  |                                    |                                       |                                     |                           |  |                   |         |
| 2112 & 2640             | Fishplates.....                 |                         | 10           |                        |                          |  | 1                                  | 2                                     |                                     | 573                       | 52 80                                      | 3 0               | 1       |
| 2640                    | do .....                        |                         | 11           |                        |                          |  |                                    | 2                                     |                                     | 955                       | 120 4 8                                    | 3                 | 2       |
| 2600                    | do .....                        |                         |              |                        | 1                        | 23   |                                    | 1                                     |                                     | 717                       | 67 4 8                                     | 3                 | 3       |
| 3000                    | do .....                        |                         | 11           |                        |                          |  |                                    | 1                                     |                                     | 400                       | 90 4 8                                     | 4                 | 4       |
| 2700                    | do .....                        |                         | 18           |                        | 1                        | 20   |                                    | 2                                     |                                     | 955                       | 33 6 4 8                                   | 5                 | 5       |
| 2640                    | Fisher Bridge Joint .....       |                         |              |                        |                          |  |                                    | 2                                     |                                     | 717                       | 58 4 8                                     | 6                 | 6       |
| 2640                    | Fishplates.....                 |                         | 18           |                        |                          |  | 1                                  | 1                                     |                                     | 955                       | 73 4 8                                     | 7                 | 7       |
| 2600                    | do .....                        |                         | 20           |                        |                          |  |                                    |                                       |                                     | 1146                      | 53 4 8                                     | 8                 | 8       |
| 3000                    | do .....                        | 6                       |              | 3                      |                          | 22   | 6                                  | 4                                     |                                     | 2865                      | 40 4 8                                     | 9                 | 9       |
| 2640                    | Fish and angle plate .....      | 1                       | 30           |                        |                          |  | 1                                  | 4                                     | 1                                   | 955                       | 80 4 8                                     | 10                | 10      |
| 2800                    | Joint splice.....               | 3                       | 375          | 16                     |                          | 19   | 17                                 | 16                                    | 6                                   | 913                       | 75 4 8                                     | 11                | 11      |
| 2640-2112               | Fish and angle plates.....      | 1                       | 9            | 429                    | 29                       | 18½ to 35                                    | 6                                  | 24                                    | 20                                  | 694                       | 65 4 8                                     | 12                | 12      |
| 2640                    | do do .....                     |                         |              | 956                    | 2                        | 17½  |                                    |                                       |                                     | 396                       | 96 3 6                                     |                   |         |
| 2640-3168               | Fishplates and angle bars.....  | 6                       | 25           | 2562                   | 75                       | 20 to 22 10                                  | 46                                 | 71                                    | 42                                  | 500                       | 237 6 4 8                                  | 13                | 13      |
| 2600                    | Fishplates.....                 |                         |              |                        |                          |  |                                    | 1                                     |                                     | 1000                      | 60 4 8                                     | 14                | 14      |
| 1760                    | Chairs.....                     | 1                       | 8            |                        | 1                        | 17   |                                    |                                       |                                     | 1910                      | 100 5 6                                    | 15                | 15      |
| 2640                    | Fishplates and bolts.....       |                         | 94           |                        |                          |  | 4                                  | 4                                     |                                     | 955                       | 105 4 8                                    | 16                | 16      |
| 2640                    | do .....                        |                         | 40           |                        |                          |  |                                    | 2                                     |                                     | 955                       | 74 4 8                                     | 17                | 17      |
| 2600                    | do and screw bolts.....         |                         | 21           |                        |                          |  |                                    | 1                                     |                                     | 955                       | 74 80 4 8                                  | 18                | 18      |
| 2600                    | do do .....                     |                         | 13           |                        |                          |  |                                    | 1                                     |                                     | 820                       | 160 4 8                                    | 19                | 19      |
| 2640                    | Angle and plain fishplates..... |                         | 37           |                        |                          |  | 1                                  | 2                                     | 1                                   | 717                       | 80 4 8                                     | 20                | 20      |
| 2200                    | Fishplates.....                 |                         | 22           |                        |                          |  | 1                                  | 1                                     |                                     | 717                       | 90 4 8                                     | 21                | 21      |
| 2240 & 2816             | do .....                        |                         | 108          |                        |                          |  | 4                                  | 5                                     |                                     | 661                       | 52 4 8                                     | 22                | 22      |
| 2992                    | Angle fishplates and bolts..... |                         | 15           | 2                      |                          | 23   |                                    |                                       |                                     | 573                       | 80 4 8                                     | 23                | 23      |
| 2564                    | do do .....                     |                         |              |                        |                          |  |                                    | 3                                     |                                     |                           | 50 4 8                                     | 24                | 24      |
|                         |                                 | 7                       | 45           | 4798                   | 130                      |  | 88                                 | 150                                   | 70                                  |                           |  |                   |         |

\* Temporary.

## No. 2.—SUMMARY STATEMENT of Characteristics of

| Number. | Name of Railway.                                 | Length of Line.             |                          |             |              | Length of Sidings. | Weight per Yard. |              |
|---------|--|-----------------------------|--------------------------|-------------|--------------|--------------------|------------------|--------------|
|         |  | Completed.<br>(Rails laid.) | Under Construc-<br>tion. | Iron Rails. | Steel Rails. |                    | Iron Rails.      | Steel Rails. |
|         |  |                             |                          |             |              |                    |                  |              |
|         |  |                             |                          |             |              |                    | Lbs.             | Lbs.         |
|         | Brought forward . . . . .                        | 8603·88                     | 1·00                     | 258·78      | 8345·10      | 887·83             |                  |              |
|         | Toronto and Nipissing..... 111·50                | 3143·22                     |                          | 186·00      | 2957·22      | 595·00             |                  | 56 to 79     |
|         | Grand Junction . . . . .                         |                             |                          |             |              |                    |                  |              |
|         | Whitby, Port Perry and<br>Lindsay..... 46·50     |                             |                          |             |              |                    |                  |              |
|         | Victoria..... 53·25                              |                             |                          |             |              |                    |                  |              |
|         | Northern..... 205·37                             |                             |                          |             |              |                    |                  |              |
|         | Northern and Pacific Junc.. 111·37               |                             |                          |             |              |                    |                  |              |
|         | Hamilton & North-Western 173·90                  |                             |                          |             |              |                    |                  |              |
|         | South Norfolk..... 17·00                         |                             |                          |             |              |                    |                  |              |
|         | Cobourg, Blairton and Mar-<br>mora..... 18·00    |                             |                          |             |              |                    |                  |              |
|         | Madoc Junction to Bridge-<br>water..... 8·60     |                             |                          |             |              |                    |                  |              |
|         | Jacques Cartier Union.... 6·50                   |                             |                          |             |              |                    |                  |              |
| 26      | Great Eastern..... 13·00                         |                             |                          |             |              |                    |                  |              |
|         | Montreal and Sorel..... 45·00                    | 58·00                       |                          |             | 58·00        |                    |                  | 56           |
| 27      | Great Northern..... 25·00                        |                             |                          |             | 25·00        |                    |                  | 56           |
| 28      | Great North-West Central..... 50·00              |                             |                          |             | 50·00        |                    |                  | 56           |
| 29      | Hereford..... 52·84                              |                             |                          |             | 52·84        | 4·27               |                  | 56           |
| 30      | Irondale, Bancroft and Ottawa..... 12·00         | 8·00                        |                          |             | 12·00        | 25                 |                  | 56           |
| 31      | Joggins..... 13·00                               |                             |                          |             | 13·00        | 1·00               |                  | 56           |
| 32      | Kent Northern..... 34·00                         |                             | 3·50                     |             | 30·50        | 3·00               | 67               | 57           |
| 33      | Kingston and Pembroke..... 112·75                |                             | 9·75                     |             | 103·00       | 21·00              | 50 to 84         | 56           |
| 34      | Kingston, Napanee and Western..... 56·45         |                             |                          |             | 56·45        | 4·00               |                  | 56           |
| 35      | L'Assomption..... 3·00                           |                             |                          |             | 3·00         | 25                 |                  | 56           |
| 36      | Lake Erie, Essex and Detroit River..... 42·00    |                             |                          |             | 42·00        |                    |                  | 56           |
| 37      | Lake Temiscaming Colonization..... 15·50         | 50·00                       |                          |             | 15·50        |                    |                  | 16 & 30      |
| 38      | Lower Laurentian..... 39·00                      |                             |                          |             | 39·00        | 2·00               |                  | 56           |
| 39      | Manitoba and North-Western 234·50                |                             |                          |             |              |                    |                  |              |
|         | Saskatchewan and Western. 15·47                  | 249·97                      |                          |             | 249·97       | 22·01              |                  | 56           |
| 40      | Massawippi Valley..... 34·00                     |                             |                          |             | 34·00        |                    |                  | 50           |
| 41      | Montreal and Lake Maskinongé..... 13·00          |                             |                          |             | 13·00        | 50                 |                  | 56           |
| 42      | Montreal and Ottawa..... 16·50                   |                             |                          |             | 16·50        | 38                 |                  | 56           |
| 43      | Montreal and Vermont Junction..... 23·60         |                             |                          |             | 23·60        | 2·00               |                  | 60 & 72      |
| 44      | Montreal and Western..... 18·00                  | 35·00                       |                          |             | 18·00        | 50                 |                  | 56           |
| 45      | New Brunswick and P. E. Island..... 36·00        |                             |                          |             | 36·00        | 1·50               |                  | 56           |
| 46      | Northern Pacific and Manitoba..... 263·30        |                             |                          |             | 263·30       | 15·40              |                  | 56           |
| 47      | Nosbonsing and Nipissing..... 5·50               |                             |                          |             | 5·50         | 1·25               |                  | 56           |
| 48      | Nova Scotia Central..... 74·00                   |                             |                          |             | 74·00        | 2·50               |                  | 56           |
| 49      | Orford Mountain..... 10·00                       |                             |                          |             |              |                    |                  |              |
| 50      | Ottawa and Gatineau Valley..... 20·00            |                             |                          |             | 20·00        | 50                 |                  | 56           |
| 51      | Parry Sound Colonization..... 10·00              |                             |                          |             | 10·00        | 33                 |                  | 56           |
| 52      | Pontiac and Renfrew..... 4·25                    |                             |                          |             | 4·25         | 66                 |                  | 56           |
| 53      | Pontiac Pacific Junction..... 71·00              | 14·00                       |                          |             | 71·00        | 2·00               |                  | 56           |
| 54      | Port Arthur, Duluth and Western..... 60·00       | 24·66                       |                          |             | 60·00        | 3·00               |                  | 56           |
| 55      | Qu'Appelle, Long Lake & Saskatchewan..... 247·19 |                             |                          |             | 247·19       | 6·50               |                  | 56           |
| 56      | Quebec and Lake St. John..... 204·00             |                             |                          |             | 204·00       | 12·00              |                  | 56 & 60      |
| 57      | Quebec Central..... 153·50                       |                             |                          |             | 153·50       | 9·25               |                  | 56           |
| 58      | Quebec, Montmorency and Charlevoix..... 21·00    |                             |                          |             | 21·00        | 1·50               |                  | 56           |
| 59      | Salisbury and Harvey..... 53·25                  |                             | 42·75                    |             | 10·50        | 5·25               |                  | 56           |
| 60      | Shore Line..... 82·50                            |                             |                          |             | 82·50        | 2·50               |                  | 50           |
|         | Carried forward.....                             | 13921·20                    | 142·66                   | 500·78      | 13420·42     | 1608·13            |                  |              |

## Roads, &amp;c., Year ended 30th June, 1891—Continued.

| Number of Ties to Mile. | Nature of Rail Fastenings.   | No. of Grain Elevators. |                  | No. of Level crossings | No. of Overhead Bridges. | Height of Overhead Bridges above Rail Level. | Level Crossings of other Railways. | No. of Junctions with other Railways. | No. of Junctions with Branch Lines. | Radius of Sharpest Curve. | No. of Feet per Mile of heaviest Gradient. | Gauge of Railway. | Number. |
|-------------------------|------------------------------|-------------------------|------------------|------------------------|--------------------------|--|------------------------------------|---------------------------------------|-------------------------------------|---------------------------|--|-------------------|---------|
|                         |                              | No. Guarded.            | No. Not Guarded. |                        |                          |  |                                    |                                       |                                     |                           |  |                   |         |
|                         |                              |                         |                  |                        |                          | Feet.  |                                    |                                       |                                     |                           |  |                   |         |
|                         |                              | 7                       | 45               | 4798                   | 130                      |  | 88                                 | 150                                   | 70                                  |                           |  |                   |         |
| 2640                    | Fish and angle plates        | 12                      | 77               | 2643                   | 232                      | 15·6 to 28·4                                 | 63                                 | 62                                    | 83                                  | 1100                      | 105·60                                     | 4·8½              | 25      |
| 2640                    | Fishplates                   |                         |                  | 6                      |                          |  | 1                                  | 3                                     |                                     | 2282                      | 26·4·8½                                    |                   | 26      |
| 2640                    | do                           |                         |                  |                        |                          |  |                                    | 2                                     |                                     | 1237                      | 52·80                                      | 4·8½              | 27      |
| 2650                    | do                           |                         |                  |                        |                          |  | 1                                  | 1                                     |                                     | 966                       | 63½  | 4·8½              | 28      |
| 2640                    | do 4 bolts                   |                         |                  | 28                     |                          |  | 2                                  | 2                                     |                                     | 955                       | 66½  | 4·8½              | 29      |
| 2640                    | do                           |                         |                  | 3                      |                          |  |                                    | 1                                     |                                     | 1000                      | 60½  | 4·8½              | 30      |
| 3000                    | do                           |                         |                  | 4                      |                          |  | 1                                  | 1                                     |                                     | 955                       | 79½  | 4·8½              | 31      |
| 2432                    | do and bolts                 |                         |                  | 5                      |                          |  | 1                                  | 1                                     |                                     | 1000                      |  | 4·8½              | 32      |
| 2640                    | Plain and angular fishplates |                         |                  | 55                     | 4                        | 16 & 21½                                     | 4                                  | 4                                     | 13                                  | 955                       | 79½  | 4·8½              | 33      |
| 3000                    | Angle iron fishplates        |                         |                  | 36                     |                          |  |                                    | 3                                     |                                     | 882                       | 88½  | 4·8½              | 34      |
|                         | Fishplates                   |                         |                  | 1                      |                          |  |                                    | 1                                     |                                     | 955                       | 20½  | 4·8½              | 35      |
|                         | Angle bar                    |                         | 1                | 43                     | 1                        | 19·6   | 4                                  | 3                                     |                                     | 1433                      | 60½  | 4·8½              | 36      |
| 2640                    | Fishplates                   |                         |                  | 25                     |                          |  |                                    | 2                                     | 1                                   | 917                       | 105·60                                     | 4·8½              | 37      |
| 2700                    | do and angle bars            | 10                      |                  | 180                    |                          |  |                                    | 2                                     | 2                                   | 955·4                     | 105·60                                     | 4·8½              | 38      |
| 2800                    | do                           |                         | 1                | 19                     | 1                        | 19   | 1                                  | 2                                     | 1                                   | 442                       | 76½  | 4·8½              | 39      |
| 2640                    | do                           |                         |                  | 9                      |                          |  |                                    | 1                                     |                                     | 955                       | 52½  | 4·8½              | 40      |
| 2640                    | 24-in. angle bars            |                         |                  | 8                      |                          |  | 1                                  | 1                                     |                                     | 1146                      | 39·60                                      | 4·8½              | 41      |
| 2640                    | Fishplates and bolts         |                         |                  | 51                     | 1                        | 17·5   |                                    | 2                                     |                                     |                           | 52½  | 4·8½              | 42      |
| 2640                    | do                           |                         |                  | 19                     |                          |  |                                    | 1                                     |                                     | 574                       | 106½                                       | 4·8½              | 43      |
| 2400                    | do                           |                         |                  | 26                     |                          |  |                                    | 1                                     |                                     | 1000                      | 66½  | 4·8½              | 44      |
| 2640                    | do and angle bars            | 12                      |                  | 175                    |                          |  | 4                                  | 1                                     | 2                                   | 573                       | 63½  | 4·8½              | 45      |
| 2600                    | do                           |                         |                  | 1                      |                          |  | 1                                  |                                       |                                     | 966                       | 132½                                       | 4·8½              | 46      |
| 2640                    | Angle bars                   |                         |                  | 23                     | 1                        | 21   |                                    | 1                                     |                                     | 819                       | 80½  | 4·8½              | 47      |
| 2640                    | Fishplates                   |                         |                  |                        |                          |  |                                    | 1                                     |                                     | 573                       | 108½                                       | 4·8½              | 48      |
| 2600                    | do                           |                         |                  | 3                      |                          |  |                                    | 1                                     |                                     | 955                       | 53½  | 4·8½              | 49      |
| 2640                    | do and bolts                 |                         |                  |                        |                          |  |                                    | 1                                     |                                     | 717                       | 2½   | 4·8½              | 50      |
| 2640                    | Angle fishplates             |                         |                  |                        |                          |  |                                    | 1                                     |                                     | 1433                      | 52·80                                      | 4·8½              | 51      |
| 2640                    | Fishplates                   |                         | 2                |                        |                          |  | 2                                  | 1                                     |                                     | 955                       | 66½  | 4·8½              | 52      |
| 2600                    | Angle bars and bolts         |                         |                  | 17                     |                          |  |                                    | 1                                     |                                     | 1146                      | 65½  | 4·8½              | 53      |
| 2640                    | Fishplates                   | 1                       | 2                | 26                     | 3                        |  |                                    | 2                                     | 2                                   | 955                       | 105½                                       | 4·8½              | 54      |
| 2640                    | do                           |                         |                  | 26                     |                          |  | 2                                  | 5                                     | 1                                   | 630                       | 76½  | 4·8½              | 55      |
| 2640                    | do                           |                         | 1                | 5                      | 1                        | 22   |                                    | 1                                     |                                     | 1433                      | 52·80                                      | 4·8½              | 56      |
| 2600                    | do                           |                         |                  | 23                     |                          |  |                                    | 2                                     | 3                                   |                           | 80½  | 4·8½              | 57      |
| 2992                    | do                           |                         |                  | 15                     | 5                        | 23   | 3                                  | 3                                     |                                     | 573                       | 85½  | 4·8½              | 58      |
|                         |                              | 42                      | 129              | 8273                   | 379                      |  | 178                                | 267                                   | 178                                 |                           |  |                   |         |

## No. 2.—SUMMARY STATEMENT of Characteristics of

| Number. | Name of Railway.                                     | Length of Line.             |                          |             |              | Length of Sidings. | Weight per Yard. |              |
|---------|--|-----------------------------|--------------------------|-------------|--------------|--------------------|------------------|--------------|
|         |  | Completed.<br>(Rails laid.) | Under Construc-<br>tion. | Iron Rails. | Steel Rails. |                    | Iron Rails.      | Steel Rails. |
|         |  |                             |                          |             |              |                    |                  |              |
|         |  |                             |                          |             |              |                    | Lbs.             | Lbs.         |
|         | Brought forward .....                                | 13921 20                    | 142 66                   | 500 78      | 13420 24     | 1608 13            |                  |              |
| 61      | Shuswap and Okanagan.....                            | 51 00                       |                          |             | 51 00        |                    |                  | 56           |
| 62      | Stanstead, Shefford and Chambly .....                | 43 00                       |                          | 29 00       | 14 00        | 5 50               | 60               | 60           |
| 63      | St. Catharines and Niagara Central.....              | 12 35                       |                          |             | 12 35        | 65                 |                  | 56           |
| 64      | St. Clair Tunnel Co.....                             | 2 23                        |                          |             | 2 23         |                    |                  | 100          |
| 65      | *St. John Bridge and Ry. Extension.....              | 1 75                        |                          |             | 1 75         |                    |                  | 60           |
| 66      | St. John Valley and Rivière du Loup.....             |                             | 6 00                     |             |              |                    |                  |              |
| 67      | South Eastern.....                                   | 152 00                      |                          |             |              |                    |                  |              |
|         | Montreal, Portland & Boston 45 00                    | 260 00                      |                          | 75 00       | 185 00       | 36 00              | 56               | 60           |
|         | Lake Champlain and St. Law-<br>rence Junction. 63 00 |                             |                          |             |              |                    |                  |              |
| 68      | Stewiacke Valley and Lansdowne.....                  |                             | 10 00                    |             |              |                    |                  |              |
| 69      | Temiscouata.....                                     | 81 00                       | 32 00                    |             | 81 00        | 4 00               |                  | 56           |
| 70      | Thousand Islands.....                                | 4 08                        |                          |             | 4 08         | 1 00               |                  | 56           |
| 71      | Tobique Valley.....                                  | 14 00                       |                          |             | 14 00        |                    |                  |              |
| 72      | Waterloo Junction.....                               |                             | 10 25                    |             |              |                    |                  | 65           |
| 73      | Western Counties.....                                | 87 00                       |                          | 61 00       | 26 00        | 4 00               | 56               | 56           |
| 74      | Windsor and Annapolis..... 84 00                     | 116 00                      |                          | 98 25       | 17 75        | 4 50               | 50 & 67          | 56 & 60      |
|         | Windsor Junction. 32 00                              |                             |                          |             |              |                    |                  |              |
| 75      | Winnipeg and Hudson Bay.....                         | 40 00                       |                          |             | 40 00        | 2 00               |                  |              |
| 76      | Wool Mountain and Qu'Appelle.....                    |                             | 17 00                    |             |              |                    |                  |              |
|         |  | 14633 61                    | 217 91                   | 764 03      | 13869 58     | 1665 78            |                  |              |

\* Operated by C.P.R.

Roads, &c., Year ended 30th June, 1891—*Concluded.*

| Number of Ties to Mile. | Nature of Rail Fastenings. | No. of Grain Elevators. |              | No. of Level crossings | No. of Overhead Bridges. | Height of Overhead Bridges above Rail Level. | Level Crossings of other Railways. | No. of Junctions with other Railways. | No. of Junctions with Branch Lines. | Radius of Sharpest Curve. | No. of Feet per Mile of heaviest Gradient. | Gauge of Railway. | Number. |
|-------------------------|----------------------------|-------------------------|--------------|------------------------|--------------------------|--|------------------------------------|---------------------------------------|-------------------------------------|---------------------------|--|-------------------|---------|
|                         |                            | Guarded.                | Not Guarded. |                        |                          |  |                                    |                                       |                                     |                           |  |                   |         |
|                         |                            | 42                      | 129          | 8273                   | 379                      | Feet.  | 178                                | 267                                   | 178                                 |                           |  |                   |         |
| 2640                    | Fishplates                 |                         |              | 15                     |                          |  |                                    | 1                                     |                                     |                           | 57   | 4 8 1/2           | 61      |
| 2400                    | do and wrought iron chairs |                         |              | 42                     |                          |  | 3                                  | 4                                     |                                     |                           | 60   | 4 8 1/2           | 62      |
| 2500                    | do                         |                         |              | 17                     | 2                        | 22   | 1                                  | 1                                     |                                     | 717                       | 79   | 4 8 1/2           | 63      |
|                         |                            |                         | 1            | 3                      |                          |  |                                    |                                       | 2                                   |                           | 4  | 8 1/2             | 64      |
|                         |                            |                         |              |                        |                          |  |                                    |                                       |                                     |                           | 4  | 8 1/2             | 65      |
|                         |                            |                         |              |                        |                          |  |                                    |                                       |                                     |                           |  |                   | 66      |
| 2640                    | Fishplates and angle bars  |                         | 1            | 221                    | 2                        | 19 2   | 10                                 | 15                                    | 6                                   | 819                       | 86   | 4 8 1/2           | 67      |
|                         |                            |                         |              |                        |                          |  |                                    |                                       |                                     |                           |  |                   | 68      |
| 2640                    | Fishplates                 |                         |              | 27                     |                          |  | 1                                  | 2                                     | 1                                   | 955                       | 79   | 4 8 1/2           | 69      |
| 3000                    | Angle bars                 |                         |              | 8                      |                          |  |                                    | 1                                     |                                     | 660                       | 84   | 4 8 1/2           | 70      |
|                         |                            |                         |              | 12                     |                          |  |                                    | 1                                     |                                     | 717                       |  | 4 8 1/2           | 71      |
| 2640                    | Angle bars                 |                         |              | 15                     |                          |  |                                    |                                       |                                     | 2292                      | 52   | 4 8 1/2           | 72      |
| 2600                    | Fishplates and angle bars  |                         |              |                        |                          |  |                                    |                                       |                                     | 600                       | 84   | 4 8 1/2           | 73      |
| 2640                    | do                         |                         |              | 69                     | 1                        | 32   |                                    | 4                                     |                                     | 696                       | 75   | 50 4 8 1/2        | 74      |
|                         |                            |                         |              | 6                      |                          |  |                                    | 1                                     |                                     |                           |  |                   | 75      |
|                         |                            |                         |              |                        |                          |  |                                    |                                       |                                     |                           |  |                   | 76      |
|                         |                            | 42                      | 131          | 8708                   | 384                      |  | 193                                | 297                                   | 187                                 |                           |  |                   |         |

## No. 3.—SUMMARY STATEMENT of the different descriptions of

| Number. | Name of Railway.                                   | Length of Line. |                     | Number of Engines. |        | Number of Sleeping Cars. |        | Number of Palace or Drawing Room Cars. |        |
|---------|--|-----------------|---------------------|--------------------|--------|--------------------------|--------|--|--------|
|         |  | Completed.      | Under Construction. | Owned.             | Hired. | Owned.                   | Hired. | Owned.                                 | Hired. |
| 1       | Alberta Railway and Coal Co. ....                  | 174 12          |                     | 18                 |        |                          |        |  |        |
| 2       | Albert Southern .....                              | 17 00           | 1 00                | 2                  |        |                          |        |  |        |
| 3       | Baie des Chaleurs .....                            | 60 00           |                     | 2                  |        |                          |        |  |        |
| 4       | Bay of Quinté Railway and Navigation Co. ....      | 3 50            |                     | 1                  |        |                          |        |  |        |
| 5       | Brantford, Waterloo and Lake Erie .....            | 17 00           |                     | 2                  |        |                          |        |  |        |
| 6       | Brockville, Westport and Sault Ste. Marie. ....    | 45 00           |                     | 2                  |        |                          |        |  |        |
| 7       | Buctouche and Moncton .....                        | 32 00           |                     | 2                  |        |                          |        |  |        |
| 8       | Calgary and Edmonton .....                         | 156 30          |                     |                    |        |                          |        |  |        |
| 9       | Canada Atlantic .....                              | 138 00          |                     | 11                 | 15     |                          |        |  |        |
| 10      | Canada Eastern .....                               | 127 00          |                     | 8                  |        |                          |        |  |        |
| 11      | Canada Southern .....                              | 378 91          |                     | 115                |        |                          |        |  |        |
| 12      | Canadian Government Railways—                      |                 |                     |                    |        |                          |        |  |        |
|         | Intercolonial .....                                | 1,142 00        |                     | 206                |        | 20                       |        | in                                     |        |
|         | Prince Edward Island .....                         | 210 60          |                     | 21                 |        |                          |        | former                                 |        |
| 13      | Canadian Pacific .....                             | 3,412 30        |                     |                    |        |                          |        |  |        |
|         | Atlantic and North-West .....                      | 336 10          |                     |                    |        |                          |        |  |        |
|         | Manitoba South-Western Colonization .....          | 217 80          |                     |                    |        |                          |        |  |        |
|         | North Shore .....                                  | 206 10          |                     |                    |        |                          |        |  |        |
|         | St. Lawrence and Ottawa .....                      | 56 50           |                     |                    |        |                          |        |  |        |
|         | Toronto, Grey and Bruce .....                      | 188 70          |                     |                    |        |                          |        |  |        |
|         | Ontario and Quebec .....                           | 451 50          | 5,536 90            | 489                | *17    | 87                       | *17    | in fore-                               |        |
|         | Credit Valley .....                                | 175 20          |                     |                    |        |                          |        | going.                                 |        |
|         | West Ontario Pacific .....                         | 26 60           |                     |                    |        |                          |        |  |        |
|         | Guelph Junction .....                              | 15 00           |                     |                    |        |                          |        |  |        |
|         | New Brunswick .....                                | 416 40          |                     |                    |        |                          |        |  |        |
|         | Columbia and Kootenay .....                        | 28 50           |                     |                    |        |                          |        |  |        |
|         | Toronto Junction to Strachan Avenue .....          | 3 20            |                     |                    |        |                          |        |  |        |
| 14      | Caraquet .....                                     | 68 00           |                     | 3                  |        |                          |        |  |        |
| 15      | Carillon and Grenville .....                       | 13 00           |                     | 3                  |        |                          |        |  |        |
| 16      | Central Ontario .....                              | 104 00          |                     | 10                 |        |                          |        |  |        |
| 17      | Central of New Brunswick .....                     | 74 66           |                     | 1                  | 2      |                          |        |  |        |
| 18      | Cornwallis Valley .....                            | 14 00           |                     | 1                  |        |                          |        |  |        |
| 19      | Cumberland Railway and Coal Co. ....               | 46 00           |                     | 10                 |        |                          |        |  |        |
| 20      | Drummond County .....                              | 62 81           |                     | 4                  |        |                          |        |  |        |
| 21      | Elgin, Petitediac and Havelock .....               | 28 00           |                     | 2                  |        |                          |        |  |        |
| 22      | Erie and Huron .....                               | 75 75           |                     | 2                  | 6      |                          |        |  |        |
| 23      | Esquimalt and Nanaimo .....                        | 78 00           |                     | 5                  |        | 1                        |        |  |        |
| 24      | Fredericton and St. Mary's Railway Bridge Co. .... | 1 33            |                     |                    |        |                          |        |  |        |
| 25      | Grand Trunk .....                                  | 879 59          |                     |                    |        |                          |        |  |        |
|         | Buffalo and Lake Huron .....                       | 162 00          |                     |                    |        |                          |        |  |        |
|         | G. T., Georgian Bay and Lake Erie .....            | 172 75          |                     |                    |        |                          |        |  |        |
|         | Montreal and Champlain Junction .....              | 81 25           |                     |                    |        |                          |        |  |        |
|         | Great Western .....                                | 540 72          |                     |                    |        |                          |        |  |        |
|         | London and Port Stanley .....                      | 23 84           |                     |                    |        |                          |        |  |        |
|         | Wellington, Grey and Bruce .....                   | 168 09          |                     |                    |        |                          |        |  |        |
|         | London, Huron and Bruce .....                      | 68 89           |                     |                    |        |                          |        |  |        |
|         | Brantford, Norfolk and Port Burwell .....          | 34 73           |                     |                    |        |                          |        |  |        |
|         | Midland .....                                      | 173 97          |                     |                    |        |                          |        |  |        |
|         | Toronto and Nipissing .....                        | 111 50          | 3,143 22            | 717                |        | 11                       |        |  |        |
|         | Grand Junction .....                               | 85 40           |                     |                    |        |                          |        |  |        |
|         | Whitby, Port Perry and Lindsay .....               | 46 50           |                     |                    |        |                          |        |  |        |
|         | Victoria .....                                     | 53 25           |                     |                    |        |                          |        |  |        |
|         | Northern .....                                     | 205 37          |                     |                    |        |                          |        |  |        |
|         | Northern and Pacific Junction .....                | 111 37          |                     |                    |        |                          |        |  |        |
|         | Hamilton and Northwestern .....                    | 173 90          |                     |                    |        |                          |        |  |        |
|         | South Norfolk .....                                | 17 00           |                     |                    |        |                          |        |  |        |
|         | Cobourg, Blairton and Marmora .....                | 18 00           |                     |                    |        |                          |        |  |        |
|         | Madoc Junction to Bridgewater .....                | 8 60            |                     |                    |        |                          |        |  |        |
|         | Jacques Cartier Union .....                        | 6 50            |                     |                    |        |                          |        |  |        |
|         | Carried forward .....                              | 11747 10        | 1 00                | 1638               | 40     | 119                      | 17     |  |        |

Rolling Stock for the Year ended 30th June, 1891.

| Number of First Class Cars. |        | Number of Second Class and Emigrant Cars. |        | Number of Baggage, Mail and Express Cars. |        | Number of Cattle and Box Freight Cars. |        | Number of Platform Cars. |        | Number of Hopper and Dumping Cars. |        | Number. | Remarks.              |
|-----------------------------|--------|---|--------|---|--------|--|--------|--------------------------|--------|------------------------------------|--------|---------|-----------------------|
| Owued.                      | Hired. | Owued.                                    | Hired. | Owued.                                    | Hired. | Owued.                                 | Hired. | Owued.                   | Hired. | Owued.                             | Hired. |         |                       |
| 4                           |        | 3   |        |   |        | 26                                     |        | 4                        |        | 310                                |        | 1       |                       |
| 1                           |        | 1   |        | 1   |        | 5                                      |        | 8                        |        |                                    |        | 2       |                       |
| 1                           |        |   |        |   |        |  |        | 30                       |        |                                    |        | 3       |                       |
|                             | 1      |   |        | 1   |        | 2                                      |        | 5                        |        | 24                                 |        | 4       |                       |
| 1                           |        | 1   |        | 1   |        | 20                                     |        | 5                        |        |                                    |        | 5       |                       |
| 1                           |        | 1   |        | 1   |        | 1                                      |        | 10                       | 14     |                                    |        | 6       |                       |
|                             |        |   |        |   |        |  |        | 20                       |        |                                    |        | 7       |                       |
| 3                           | 3      | 3   |        | 1   | 4      | 510                                    | 1360   |                          |        | 6                                  |        | 8       |                       |
| 4                           |        | 2   |        | 2   |        | 12                                     |        | 397                      |        |                                    |        | 9       |                       |
| 34                          |        | 23  |        | 30  |        | 2027                                   |        | 78                       | 4      |                                    |        | 10      |                       |
|                             |        |   |        |   |        |  |        | 293                      |        | 48                                 | 122    | 11      |                       |
| 87                          |        | 101                                       |        | 63  |        | 2174                                   |        | 2123                     |        | 2209                               |        | 12      |                       |
| 17                          |        | 15  |        | 4   |        | 178                                    |        | *125                     |        |                                    |        |         | *Including coal cars. |
| 162                         | *5     | 145                                       | *11    | 141                                       | *16    | 9387                                   | 1671   | 3065                     | 91     | 475                                |        | 13      | *Special trust.       |
| 1                           |        | 1   |        | 2   |        | 4                                      |        | 16                       |        |                                    |        | 14      |                       |
| 2                           |        | 3   |        | 1   |        | 3                                      |        | 3                        |        |                                    |        | 15      |                       |
| 2                           |        | 3   |        | 3   |        | 34                                     |        | 90                       |        |                                    |        | 16      |                       |
| 1                           | 2      |   |        |   |        | 6                                      | 22     |                          |        |                                    |        | 17      |                       |
| 1                           |        | 1   |        |   |        | 8                                      |        | 12                       |        |                                    |        | 18      |                       |
| 3                           |        |   |        | 3   |        | 3                                      |        | 40                       |        | 240                                |        | 19      |                       |
| 1                           |        | 2   |        | 1   |        | 9                                      |        | 20                       |        |                                    |        | 20      |                       |
| 2                           |        | 1   |        | 1   |        | 1                                      |        | 9                        |        |                                    |        | 21      |                       |
| 8                           |        |   |        | 3   |        | 29                                     |        | 12                       |        |                                    |        | 22      |                       |
|                             |        | 3   |        |   |        | 12                                     |        | 55                       |        | 20                                 |        | 23      |                       |
|                             |        |   |        |   |        |  |        |                          |        |                                    |        | 24      |                       |
| 380                         |        | 225                                       |        | 214                                       |        | 15,529                                 |        | 6,098                    |        |                                    |        | 25      |                       |
| 724                         | 11     | 534                                       | 11     | 472                                       | 20     | 29980                                  | 3053   | 12518                    | 109    | 3332                               | 122    |         |                       |



## No. 3.—SUMMARY STATEMENT of the different descriptions of

| Number. | Name of Railway.                              | Length of Line. |                     | Number of Engines. |        | Number of Sleepers. |        | Number of Palace or Drawing Room Cars. |        |
|---------|---|-----------------|---------------------|--------------------|--------|---------------------|--------|--|--------|
|         |   | Completed.      | Under Construction. | Owned.             | Hired. | Owned.              | Hired. | Owned.                                 | Hired. |
|         | Brought forward.....                          | 11747 10        | 1 00                | 1638               | 40     | 119                 | 17     |  |        |
| 26      | Great Eastern..... 13 00                      | 58 00           |                     |                    | 3      |                     |        |  |        |
|         | Montreal and Sorel..... 45 00                 |                 |                     |                    | 1      |                     |        |  |        |
| 27      | Great Northern.....                           | 25 00           |                     |                    |        |                     |        |  |        |
| 28      | Great North-West Central.....                 | 50 00           |                     |                    |        |                     |        |  |        |
| 29      | Hereford.....                                 | 52 84           |                     |                    |        |                     |        |  |        |
| 30      | Irondale, Bancroft and Ottawa.....            | 12 00           | 8 00                | 1                  |        |                     |        |  |        |
| 31      | Joggins.....                                  | 13 00           |                     | 2                  |        |                     |        |  |        |
| 32      | Kent Northern.....                            | 34 00           |                     | 2                  | 1      |                     |        |  |        |
| 33      | Kingston and Pembroke.....                    | 112 75          |                     | 10                 |        |                     |        |  |        |
| 34      | Kingston, Napanee and Western.....            | 56 45           |                     | 5                  |        |                     |        |  |        |
| 35      | L'Assomption.....                             | 3 00            |                     | 1                  |        |                     |        |  |        |
| 36      | Lake Erie, Essex and Detroit River.....       | 42 00           |                     | 4                  |        |                     |        |  |        |
| 37      | Lake Temiscamingue Colonization.....          | 15 50           | 50 00               | 2                  |        |                     |        |  |        |
| 38      | Lower Laurentian.....                         | 39 00           |                     | 2                  | 1      |                     |        |  |        |
| 39      | Manitoba and North-Western..... 234 50        | 249 97          |                     | 5                  | 2      |                     |        |  |        |
|         | Saskatchewan and Western..... 15 47           |                 |                     |                    |        |                     |        |  |        |
| 40      | Massawippi Valley.....                        | 34 00           |                     |                    |        |                     |        |  |        |
| 41      | Montreal and Lake Maskinongé.....             | 13 00           |                     |                    |        |                     |        |  |        |
| 42      | Montreal and Ottawa.....                      | 16 50           |                     | 1                  |        |                     |        |  |        |
| 43      | Montreal and Vermont Junction.....            | 23 60           |                     |                    |        |                     |        |  |        |
| 44      | Montreal and Western.....                     | 18 00           | 35 00               |                    |        |                     |        |  |        |
| 45      | New Brunswick and Prince Edward Island.....   | 36 00           |                     | 3                  |        |                     |        |  |        |
| 46      | Northern Pacific and Manitoba.....            | 263 30          |                     | 9                  |        |                     |        |  |        |
| 47      | Nosbonsing and Nipissing.....                 | 5 50            |                     | 1                  |        |                     |        |  |        |
| 48      | Nova Scotia Central.....                      | 74 00           |                     | 5                  |        |                     |        |  |        |
| 49      | Orford Mountain.....                          |                 | 10 00               |                    |        |                     |        |  |        |
| 50      | Ottawa and Gatineau Valley.....               | 20 00           |                     |                    |        |                     |        |  |        |
| 51      | Parry Sound Colonization.....                 | 10 00           |                     | 1                  |        |                     |        |  |        |
| 52      | Pontiac and Renfrew.....                      | 4 25            |                     | 1                  |        |                     |        |  |        |
| 53      | Pontiac Pacific Junction.....                 | 71 00           | 14 00               | 4                  |        |                     |        |  |        |
| 54      | Port Arthur, Duluth and Western.....          | 60 00           | 24 66               | 2                  |        |                     |        |  |        |
| 55      | Qu'Appelle, Long Lake and Saskatchewan.....   | 247 19          |                     |                    |        |                     |        |  |        |
| 56      | Quebec and Lake St. John.....                 | 204 00          |                     | 14                 |        | 3                   |        | in fore-                               |        |
| 57      | Quebec Central.....                           | 153 50          |                     | 13                 |        |                     |        | going.                                 |        |
| 58      | Quebec, Montmorenci and Charlevoix.....       | 21 00           |                     | 2                  |        |                     |        |  |        |
| 59      | Salisbury and Harvey.....                     | 53 25           |                     | 2                  |        |                     |        |  |        |
| 60      | Shore Line.....                               | 82 50           |                     | 5                  |        |                     |        |  |        |
| 61      | Shuswap and Okanagan.....                     | 51 00           |                     |                    | 2      |                     |        |  |        |
| 62      | Stanstead, Shefford and Chambly.....          | 43 00           |                     | 6                  |        |                     |        |  |        |
| 63      | St. Catharines and Niagara Central.....       | 12 35           |                     | 2                  |        |                     |        |  |        |
| 64      | St. Clair Tunnel Co.....                      | 2 23            |                     | 4                  |        |                     |        |  |        |
| 65      | St. John Bridge and Railway Extension Co..... | 1 75            |                     |                    |        |                     |        |  |        |
| 66      | St. John Valley and Rivière du Loup.....      |                 | 6 00                |                    |        |                     |        |  |        |
| 67      | South-Eastern..... 152 00                     |                 |                     |                    |        |                     |        |  |        |
|         | Montreal, Portland and Boston..... 45 00      | 260 00          |                     | 30                 |        | 2                   |        |  |        |
|         | Lake Champlain and St. Lawrence Jn..... 63 00 |                 |                     |                    |        |                     |        |  |        |
| 68      | Stewiacke Valley and Lansdowne.....           |                 | 10 00               |                    |        |                     |        |  |        |
| 69      | Témiscouata.....                              | 81 00           | 32 00               | 5                  |        |                     |        |  |        |
| 70      | Thousand Islands.....                         | 4 08            |                     | 1                  |        |                     |        |  |        |
| 71      | Tobique Valley.....                           | 14 00           |                     |                    |        |                     |        |  |        |
| 72      | Waterloo Junction.....                        |                 | 10 25               |                    |        |                     |        |  |        |
| 73      | Western Counties.....                         | 87 00           |                     | 5                  |        |                     |        |  |        |
| 74      | Windsor and Annapolis..... 84 00              | 116 00          |                     | 12                 |        |                     |        | 1                                      |        |
|         | Windsor Junction..... 32 00                   |                 |                     |                    |        |                     |        |  |        |
| 75      | Winnipeg and Hudson Bay.....                  | 40 00           |                     |                    |        |                     |        |  |        |
| 76      | Wood Mountain and Qu'Appelle.....             |                 | 17 00               |                    |        |                     |        |  |        |
|         |   | 14,633 61       | 217 91              | 1,800              | 50     | 124                 | 17     | 1                                      |        |

Rolling Stock for the Year ended 30th June, 1891—*Concluded.*

| Number of First Class Cars. |        | Number of Second Class and Emigrant Cars. |        | Number of Baggage, Mail and Express Cars. |        | Number of Cattle and Box Freight Cars. |        | Number of Platform Cars. |        | Number of Hopper and Dumping Cars. |        | Number. | Remarks.                                       |
|-----------------------------|--------|---|--------|---|--------|--|--------|--------------------------|--------|------------------------------------|--------|---------|--|
| Owued.                      | Hired. | Owued.                                    | Hired. | Owued.                                    | Hired. | Owued.                                 | Hired. | Owued.                   | Hired. | Owued.                             | Hired. |         |  |
| 724                         | 11     | 534                                       | 11     | 472                                       | 20     | 29980                                  | 3053   | 12518                    | 109    | 3332                               | 122    | ..      |  |
| ...                         | 2      | ...                                       | 2      | ...                                       | ...    | ...                                    | 1      | ...                      | 6      | ...                                | ...    | 26      |  |
| ...                         | 1      | ...                                       | ...    | ...                                       | 1      | ...                                    | ...    | ...                      | ...    | ...                                | ...    | 27      |  |
| ...                         | ...    | ...                                       | ...    | ...                                       | ...    | ...                                    | ...    | ...                      | ...    | ...                                | ...    | 28      |  |
| ...                         | ...    | 1   | ...    | ...                                       | ...    | ...                                    | ...    | 2                        | ...    | ...                                | ...    | 29      | Operated by Maine Central.                     |
| 1                           | ...    | 1   | ...    | ...                                       | ...    | 1                                      | ...    | 6                        | ...    | ...                                | ...    | 30      |  |
| 1                           | ...    | ...                                       | ...    | 2   | ...    | 1                                      | ...    | 4                        | ...    | ...                                | ...    | 31      |  |
| 5                           | ...    | 5   | ...    | 5   | ...    | 22                                     | ...    | 164                      | ...    | ...                                | ...    | 32      |  |
| 9                           | ...    | ...                                       | ...    | ...                                       | ...    | 16                                     | ...    | 77                       | ...    | ...                                | ...    | 33      |  |
| 1                           | ...    | ...                                       | ...    | ...                                       | ...    | ...                                    | ...    | ...                      | ...    | ...                                | ...    | 34      |  |
| 7                           | ...    | 2   | ...    | 2   | ...    | 10                                     | ...    | 85                       | ...    | 10                                 | ...    | 35      |  |
| ...                         | ...    | 2   | ...    | ...                                       | ...    | 1                                      | ...    | 17                       | ...    | ...                                | ...    | 36      |  |
| 1                           | ...    | 1   | 1      | ...                                       | ...    | ...                                    | ...    | 30                       | 10     | ...                                | ...    | 37      |  |
| 3                           | 2      | 3   | ...    | 4   | ...    | 113                                    | 50     | 62                       | ...    | ...                                | ...    | 38      |  |
| ...                         | ...    | ...                                       | ...    | ...                                       | ...    | ...                                    | ...    | ...                      | ...    | ...                                | ...    | 39      |  |
| ...                         | ...    | ...                                       | ...    | ...                                       | ...    | ...                                    | ...    | ...                      | ...    | ...                                | ...    | 40      | Furnished by lessees (Passumpsic Ry. Co.)      |
| 1                           | ...    | ...                                       | 1      | 1   | ...    | 10                                     | ...    | ...                      | ...    | ...                                | ...    | 41      | Operated by rolling stock of C.P.R.            |
| ...                         | ...    | ...                                       | ...    | ...                                       | ...    | ...                                    | ...    | ...                      | ...    | ...                                | ...    | 42      |  |
| ...                         | ...    | ...                                       | ...    | ...                                       | ...    | ...                                    | ...    | ...                      | ...    | ...                                | ...    | 43      | Furnished by lessees (Central Vermont Ry. Co.) |
| 1                           | ...    | ...                                       | ...    | ...                                       | ...    | 2                                      | ...    | 33                       | ...    | ...                                | ...    | 44      |  |
| 4                           | ...    | 5   | ...    | 3   | ...    | 138                                    | 150    | 180                      | ...    | ...                                | ...    | 45      |  |
| ...                         | ...    | ...                                       | ...    | ...                                       | ...    | ...                                    | ...    | 35                       | ...    | ...                                | ...    | 46      |  |
| 5                           | ...    | 1   | ...    | 2   | ...    | 13                                     | ...    | 49                       | ...    | ...                                | ...    | 47      |  |
| ...                         | ...    | ...                                       | ...    | ...                                       | ...    | ...                                    | ...    | ...                      | ...    | ...                                | ...    | 48      |  |
| ...                         | ...    | ...                                       | ...    | ...                                       | ...    | ...                                    | ...    | ...                      | ...    | ...                                | ...    | 49      |  |
| ...                         | ...    | ...                                       | ...    | ...                                       | ...    | ...                                    | ...    | 23                       | ...    | ...                                | ...    | 50      |  |
| ...                         | ...    | ...                                       | ...    | ...                                       | ...    | ...                                    | ...    | ...                      | ...    | ...                                | ...    | 51      |  |
| 1                           | ...    | 1   | ...    | 1   | ...    | 5                                      | ...    | 33                       | ...    | ...                                | ...    | 52      |  |
| ...                         | ...    | ...                                       | ...    | ...                                       | ...    | 2                                      | ...    | 45                       | ...    | ...                                | ...    | 53      |  |
| ...                         | ...    | ...                                       | ...    | ...                                       | ...    | ...                                    | ...    | ...                      | ...    | ...                                | ...    | 54      |  |
| 6                           | ...    | 9   | ...    | 9   | ...    | 57                                     | ...    | 193                      | ...    | ...                                | ...    | 55      |  |
| 7                           | ...    | 11  | ...    | 10  | ...    | 151                                    | ...    | 191                      | ...    | ...                                | ...    | 56      |  |
| 2                           | ...    | 14  | ...    | ...                                       | ...    | 5                                      | ...    | 24                       | ...    | ...                                | ...    | 57      |  |
| 3                           | ...    | ...                                       | ...    | 1   | ...    | 9                                      | ...    | 20                       | ...    | ...                                | ...    | 58      |  |
| 5                           | ...    | ...                                       | ...    | 3   | ...    | 7                                      | ...    | 61                       | ...    | ...                                | ...    | 59      |  |
| ...                         | ...    | ...                                       | ...    | ...                                       | ...    | ...                                    | ...    | ...                      | 64     | ...                                | ...    | 60      |  |
| 4                           | ...    | ...                                       | ...    | 2   | ...    | ...                                    | ...    | 2                        | ...    | ...                                | ...    | 61      |  |
| 2                           | ...    | ...                                       | ...    | ...                                       | ...    | ...                                    | ...    | ...                      | ...    | 25                                 | ...    | 62      |  |
| ...                         | ...    | ...                                       | ...    | ...                                       | ...    | ...                                    | ...    | ...                      | ...    | ...                                | ...    | 63      |  |
| ...                         | ...    | ...                                       | ...    | ...                                       | ...    | ...                                    | ...    | ...                      | ...    | ...                                | ...    | 64      |  |
| ...                         | ...    | ...                                       | ...    | ...                                       | ...    | ...                                    | ...    | ...                      | ...    | ...                                | ...    | 65      | Operated by C.P.R.                             |
| ...                         | ...    | ...                                       | ...    | ...                                       | ...    | ...                                    | ...    | ...                      | ...    | ...                                | ...    | 66      |  |
| 9                           | 15     | 8   | ...    | 6   | 4      | 61                                     | 371    | 248                      | 100    | 50                                 | ...    | 67      |  |
| ...                         | ...    | ...                                       | ...    | ...                                       | ...    | ...                                    | ...    | ...                      | ...    | ...                                | ...    | 68      |  |
| 3                           | ...    | 4   | ...    | 2   | ...    | 40                                     | ...    | 54                       | ...    | ...                                | ...    | 69      |  |
| 1                           | ...    | ...                                       | ...    | ...                                       | ...    | ...                                    | ...    | 1                        | ...    | ...                                | ...    | 70      |  |
| ...                         | ...    | ...                                       | ...    | ...                                       | ...    | ...                                    | ...    | ...                      | ...    | ...                                | ...    | 71      |  |
| ...                         | ...    | ...                                       | ...    | ...                                       | ...    | ...                                    | ...    | ...                      | ...    | ...                                | ...    | 72      |  |
| 4                           | ...    | 2   | ...    | 2   | ...    | 16                                     | ...    | 61                       | ...    | ...                                | ...    | 73      |  |
| 8                           | ...    | 5   | ...    | 8   | ...    | 80                                     | ...    | 107                      | ...    | 20                                 | ...    | 74      |  |
| ...                         | ...    | ...                                       | ...    | ...                                       | ...    | ...                                    | ...    | ...                      | ...    | ...                                | ...    | 75      |  |
| ...                         | ...    | ...                                       | ...    | ...                                       | ...    | ...                                    | ...    | ...                      | ...    | ...                                | ...    | 76      |  |
| 818                         | 31     | 609                                       | 15     | 535                                       | 25     | 30,740                                 | 3625   | 14,325                   | 289    | 3437                               | 122    |         |  |

## No. 4.—SUMMARY STATEMENT of the Operations of the

| Number. | Name of Railway.                                   | Mileage.  | Train Mileage.    |                 |               |
|---------|--|-----------|-------------------|-----------------|---------------|
|         |  |           | Passenger Trains. | Freight Trains. | Mixed Trains. |
| 1       | Alberta Railway and Coal Co. ....                  | 174 12    |                   | 211,409         | 72,856        |
| 2       | Bay of Quinté and Navigation Co. ....              | 3 50      | 4,382             | 2,191           | 15,337        |
| 3       | Brantford, Waterloo and Lake Erie. ....            | 17 00     |                   |                 | 23,656        |
| 4       | Buctouche and Moncton. ....                        | 32 00     |                   |                 | 20,700        |
| 5       | Canada Atlantic. ....                              | 138 00    | 193,770           | 235,046         |               |
| 6       | Canada Eastern. ....                               | 127 00    | 73,242            | 96,361          | in forego'g   |
| 7       | Canada Southern. ....                              | 378 91    | 1,174,330         | 1,915,062       | 164,878       |
| 8       | Canadian Government Railways—                      |           |                   |                 |               |
|         | Intercolonial. ....                                | 1,142 00  | 1,261,471         | 3,766,320       | in forego'g   |
|         | Prince Edward Island. ....                         | 210 60    | 92,261            | 173,405         | do            |
| 9       | Canadian Pacific. ....                             | 3,415 30  |                   |                 |               |
|         | Atlantic and Northwest. ....                       | 336 10    |                   |                 |               |
|         | Manitoba Southwestern Colonization ....            | 217 80    |                   |                 |               |
|         | North Shore. ....                                  | 206 10    |                   |                 |               |
|         | St. Lawrence and Ottawa. ....                      | 56 50     |                   |                 |               |
|         | Toronto, Grey and Bruce. ....                      | 188 70    |                   |                 |               |
|         | Ontario and Quebec. ....                           | 451 50    | 5,536 90          | 7,515,135       | 1,029,523     |
|         | Credit Valley. ....                                | 175 20    |                   |                 |               |
|         | West Ontario Pacific. ....                         | 26 60     |                   |                 |               |
|         | Guelph Junction. ....                              | 15 00     |                   |                 |               |
|         | New Brunswick. ....                                | 416 40    |                   |                 |               |
|         | Columbia and Kootenay. ....                        | 28 50     |                   |                 |               |
|         | Toronto Junction to Strachan Ave. ....             | 3 20      |                   |                 |               |
| 10      | Caraguet. ....                                     | 68 00     |                   |                 | 28,560        |
| 11      | Carillon and Grenville. ....                       | 13 00     | 7,950             | 450             |               |
| 12      | Central Ontario. ....                              | 104 00    | 20,000            | 24,000          | 66,000        |
| 13      | Central of New Brunswick. ....                     | 74 66     |                   |                 | 50,100        |
| 14      | Cornwallis Valley. ....                            | 14 00     |                   | 1,056           | 9,744         |
| 15      | Cumberland Railway and Coal Co. ....               | 46 00     |                   |                 |               |
| 16      | Drummond County. ....                              | 62 81     | 20,625            | 870             | 31,175        |
| 17      | Elgin, Pettoodiac and Havelock. ....               | 28 00     |                   |                 | 16,794        |
| 18      | Erie and Huron. ....                               | 75 75     | 45,246            | 39,886          | 45,147        |
| 19      | Esquimalt and Nanaimo. ....                        | 78 00     | 92,093            | 64,078          | in forego'g   |
| 20      | Fredericton and St. Mary's Railway Bridge Co. .... | 1 33      |                   |                 |               |
| 21      | Grand Trunk. ....                                  | 879 59    |                   |                 |               |
|         | Buffalo and Lake Huron. ....                       | 162 00    |                   |                 |               |
|         | Grand Trunk, Georgian Bay and Lake Erie. ....      | 172 75    |                   |                 |               |
|         | Montreal and Champlain Junction. ....              | 81 25     |                   |                 |               |
|         | Great Western. ....                                | 540 72    |                   |                 |               |
|         | London and Port Stanley. ....                      | 23 84     |                   |                 |               |
|         | Wellington, Grey and Bruce. ....                   | 168 09    |                   |                 |               |
|         | London, Huron and Bruce. ....                      | 68 89     |                   |                 |               |
|         | Brantford, Norfolk and Port Burwell. ....          | 34 73     |                   |                 |               |
|         | Midland. ....                                      | 173 97    |                   |                 |               |
|         | Toronto and Nipissing. ....                        | 111 50    | 3,143 22          | 5,495,194       | 2,196,345     |
|         | Grand Junction. ....                               | 85 40     |                   |                 |               |
|         | Whitby, Port Perry and Lindsay. ....               | 46 50     |                   |                 |               |
|         | Victoria. ....                                     | 53 25     |                   |                 |               |
|         | Northern. ....                                     | 205 37    |                   |                 |               |
|         | Northern and Pacific Junction. ....                | 111 37    |                   |                 |               |
|         | Hamilton and North-Western. ....                   | 173 90    |                   |                 |               |
|         | South Norfolk. ....                                | 17 00     |                   |                 |               |
|         | Coburg, Blairton and Marmora. ....                 | 18 00     |                   |                 |               |
|         | Madoc Junction to Bridgewater. ....                | 8 60      |                   |                 |               |
|         | Jacques Cartier Union. ....                        | 6 50      |                   |                 |               |
| 22      | Great Eastern. ....                                | 13 00     | 58 00             | 22,680          | 9,000         |
|         | Montreal and Sorel. ....                           | 45 00     |                   |                 | in forego'g   |
| 23      | Great Northern. ....                               | 25 00     |                   |                 | 5,008         |
| 24      | Hereford. ....                                     | 52 84     | 44,928            | 33,696          | in forego'g   |
|         | Carried forward. ....                              | 11,604 64 | 13,757,528        | 22,878,633      | 3,775,823     |

Year and Mileage, for the Year ended 30th June, 1891.

| Total Train Mileage. | Engine Mileage. | Total Number of Passengers Carried. | Tons of Freight of 2,000 lbs. Handled. | Average rate of Speed of Passenger Trains. Miles per Hour. | Average rate of Speed of Freight Trains. Miles per Hour. | Number. | Remarks. |
|----------------------|-----------------|-------------------------------------|--|--|--|---------|----------|
| 284,265              | 404,582         | 2,476                               | 184,754                                | .....  | 14   | 1       |          |
| 21,910               | 21,910          | 9,970                               | 96,120                                 | 12   | 12   | 2       |          |
| 23,656               | 24,156          | 25,000                              | 5,250                                  | 20   | 15   | 3       |          |
| 20,700               | 20,700          | 9,187                               | 11,840                                 | 17   | 17   | 4       |          |
| 428,816              | 513,851         | 120,666                             | 465,354                                | 35   | 15   | 5       |          |
| 169,603              | 174,583         | 30,240                              | 63,475                                 | 23   | 15   | 6       |          |
| 3,254,270            | 4,303,192       | 626,411                             | 3,925,312                              | 35   | 20   | 7       |          |
|                      |                 |                                     |  |  |  | 8       |          |
| 5,027,791            | 6,080,791       | 1,298,304                           | 1,304,534                              | 25   | 15   | .....   |          |
| 265,666              | 335,202         | 145,508                             | 59,511                                 | 20   | 14   | .....   |          |
| 13,754,014           | 18,061,823      | 2,971,774                           | 3,675,113                              | 23   | 15   | 9       |          |
|                      |                 |                                     |  |  |  |         |          |
| 28,560               | 31,160          | 6,907                               | 11,071                                 | 20   | 20   | 10      |          |
| 8,400                | 8,800           | 7,900                               | 225                                    | 25   | 18   | 11      |          |
| 110,000              | 110,000         | 58,131                              | 72,500                                 | 20   | 16   | 12      |          |
| 50,100               | 50,100          | 13,945                              | 11,957                                 | 17   | 17   | 13      |          |
| 10,800               | 10,884          | 8,115                               | 6,858                                  | 15   |  | 14      |          |
| .....                | 149,919         | 22,956                              | 443,102                                | 20   | 20   | 15      |          |
| 52,670               | 64,000          | 9,395                               | 55,000                                 | 25   | 15   | 16      |          |
| 16,794               | 16,794          | 6,685                               | 12,003                                 | 16½  | 16½  | 17      |          |
| 130,279              | 167,837         | 112,815                             | 78,815                                 | 25   | 18   | 18      |          |
| 156,171              | 156,171         | 29,257                              | 37,150                                 | 20   | 12   | 19      |          |
| .....                | .....           | 4,150                               | 20,089                                 | .....  | .....  | 20      |          |
| 16,482,207           | 22,579,481      | 5,908,987                           | 7,736,069                              | 30   | 18   | 21      |          |
|                      |                 |                                     |  |  |  |         |          |
| 31,680               | 31,680          | 19,434                              | 5,990                                  | 20   | 15   | 22      |          |
| 5,008                | 5,008           | 5,275                               | 5,225                                  | .....  | .....  | 23      |          |
| 78,624               | 78,624          | 10,870                              | 76,787                                 | .....  | .....  | 24      |          |
| 40,411,984           | 53,401,248      | 11,464,358                          | 18,364,104                             |  |  |         |          |

## No. 4.—SUMMARY STATEMENT of the Operations

| Number. | Name of Railway.                              | Mileage.   | Train Mileage.    |                 |               |
|---------|---|------------|-------------------|-----------------|---------------|
|         |   |            | Passenger Trains. | Freight Trains. | Mixed Trains. |
|         | Brought forward.....                          | 11,604 '64 | 13,757,528        | 22,878,633      | 3,775,823     |
| 25      | Joggins.....                                  | 13 '00     |                   | 4,500           | 11,500        |
| 26      | Kent Northern.....                            | 34 '00     |                   |                 | 18,366        |
| 27      | Kingston and Pembroke.....                    | 112 '75    | 95,000            |                 | 120,000       |
| 28      | Kingston, Napanee and Western.....            | 56 '45     | 39,000            |                 | 80,547        |
| 29      | L'Assomption.....                             | 3 '00      |                   |                 | 4,608         |
| 30      | Lake Erie, Essex and Detroit River.....       | 42 '00     | 47,576            | 12,966          | 23,788        |
| 31      | Lake Témiscamingue Colonization.....          | 15 '50     |                   |                 |               |
| 32      | Manitoba and North-Western..... 234 '50       | 249 '97    | 65,498            | 71,997          | 5,581         |
|         | Saskatchewan and Western..... 15 '47          |            |                   |                 |               |
| 33      | Massawippi Valley.....                        | 34 '00     | 70,451            | 108,762         | 14,645        |
| 34      | Montreal and Lake Maskinongé.....             | 13 '00     |                   |                 |               |
| 35      | Montreal and Ottawa.....                      | 16 '50     |                   |                 | 15,642        |
| 36      | Montreal and Vermont Junction.....            | 23 '60     | 68,718            | 95,666          | 5,071         |
| 37      | New Brunswick and Prince Edward Island.....   | 36 '00     | 5,128             | 9,556           | 22,520        |
| 38      | Northern Pacific and Manitoba.....            | 263 '30    | 76,702            | 71,320          | 54,930        |
| 39      | Nosbonsing and Nipissing.....                 | 5 '50      |                   | 6,280           |               |
| 40      | Nova Scotia Central.....                      | 74 '00     |                   |                 | 64,287        |
| 41      | Pontiac and Renfrew.....                      | 4 '25      |                   |                 |               |
| 42      | Pontiac Pacific Junction.....                 | 61 '00     |                   | 1,808           | 37,766        |
| 43      | Qu'Appelle, Long Lake and Saskatchewan.....   | 247 '19    |                   |                 | 39,819        |
| 44      | Quebec and Lake St. John.....                 | 204 '00    | 125,557           | 79,302          |               |
| 45      | Quebec Central.....                           | 153 '50    | 130,779           | 106,453         | 49,405        |
| 46      | Quebec, Montmorency and Charlevoix.....       | 21 '00     | 35,317            | 5,869           |               |
| 47      | Salisbury and Harvey.....                     | 53 '25     |                   |                 | 37,584        |
| 48      | Shore Line.....                               | 82 '50     |                   |                 |               |
| 49      | Stanstead, Shefford and Chambly.....          | 43 '00     | 38,054            | 36,398          | 15,621        |
| 50      | St. Catharines and Niagara Central.....       | 12 '35     | 12,000            |                 | 6,000         |
| 51      | St. John Bridge and Railway Extension.....    | 1 '75      |                   |                 |               |
| 52      | South-Eastern—                                |            |                   |                 |               |
|         | Montreal, Portland and Boston.....            | 260 '00    | 249,699           | 102,592         | 234,860       |
|         | Lake Champlain and St. Lawrence Junction..... |            |                   |                 |               |
| 53      | Temiscouata.....                              | 81 '00     |                   |                 | 58,064        |
| 54      | Thousand Islands.....                         | 4 '08      | 13,332            |                 | 4,368         |
| 55      | Western Counties.....                         | 67 '00     | 42,378            | 268             | 37,525        |
| 56      | Windsor and Annapolis..... 84 '00             | 116 '00    | 114,930           |                 | 80,841        |
|         | Windsor Branch..... 32 '00                    |            |                   |                 |               |
|         |   | 14,009 '08 | 14,987,647        | 23,592,370      | 4,819,161     |

of the Year and Mileage, &c.—*Concluded.*

| Total Train<br>Mileage. | Engine<br>Mileage. | Total<br>Number<br>of<br>Passengers<br>Carried. | Tons<br>of Freight<br>of<br>2,000 lbs.,<br>Handled. | Average rate of<br>Speed of Passen-<br>ger Trains. Miles<br>per Hour. | Average rate of<br>Speed of Freight<br>Trains. Miles per<br>Hour. | Number. | Remarks.           |
|-------------------------|--------------------|---|---|---|---|---------|--------------------|
| 40,411,984              | 53,461,248         | 11,464,358                                      | 18,364,104  |   |   |         |                    |
| 16,000                  | 17,000             | 9,947   | 49,314  | .....   | 14  | 25      |                    |
| 18,366                  | 18,366             | 4,225   | 11,469  | 18  | 18  | 26      |                    |
| 215,000                 | 260,000            | 43,008  | 102,136   | 25  | 18  | 27      |                    |
| 119,547                 | 119,547            | 44,073  | 92,515  | 24  | 17  | 28      |                    |
| 4,608                   | 4,608              | 7,105   | 604   | 15  | 15  | 29      |                    |
| 84,330                  | 129,431            | 68,855  | 166,404   | 35  | 25  | 30      |                    |
| .....                   | .....              | 2,998   | 1,300   | .....   | .....   | 31      |                    |
| 143,076                 | 199,888            | 25,010  | 88,907  | 27  | 15  | 32      |                    |
| 193,858                 | 193,858            | 61,056  | 136,981   | 24  | 12  | 33      |                    |
| .....                   | .....              | 4,780   | 5,169   | .....   | .....   | 34      |                    |
| 15,642                  | 16,084             | 13,842  | 1,059   | 20  | 20  | 35      |                    |
| 169,455                 | 169,455            | 113,874   | 663,980   | 30  | 12  | 36      |                    |
| 37,204                  | 39,994             | 18,714  | 36,394  | 20  | 18  | 37      |                    |
| 202,952                 | 205,612            | 47,748  | 130,781   | 35  | 15  | 38      |                    |
| 6,290                   | 7,800              | .....   | 76,800  | .....   | 25  | 39      |                    |
| 64,287                  | 64,287             | 52,633  | 16,811  | 19 1/2  | .....   | 40      |                    |
| .....                   | .....              | .....   | 9,311   | 12  | .....   | 41      |                    |
| 39,574                  | 42,084             | 19,647  | 24,574  | 30  | 20  | 42      | 61 miles operated. |
| 39,819                  | 45,015             | 735   | 4,016   | .....   | .....   | 43      |                    |
| 204,859                 | 241,342            | 87,068  | 95,902  | 22  | 12  | 44      |                    |
| 286,637                 | 411,743            | 132,070   | 128,771   | 25  | 15  | 45      |                    |
| 41,186                  | 43,886             | 167,960   | 17,853  | 20  | 15  | 46      |                    |
| 37,584                  | 37,584             | 5,188   | 14,958  | 18  | 18  | 47      |                    |
| .....                   | .....              | 12,187  | 16,466  | 27  | 22  | 48      |                    |
| 90,073                  | 90,073             | 173,778   | 681,313   | 23  | 12  | 49      |                    |
| 18,000                  | 18,000             | 23,075  | 31,709  | 25  | 20  | 50      |                    |
| .....                   | .....              | 114,139   | 148,243   | .....   | .....   | 51      |                    |
| 587,151                 | 867,463            | 274,299   | 496,749   | 26  | 16  | 52      |                    |
| 58,064                  | 60,200             | 11,333  | 19,874  | 20  | 20  | 53      |                    |
| 17,700                  | 17,700             | 20,186  | 11,000  | 15  | 15  | 54      |                    |
| 80,171                  | 92,704             | 46,629  | 20,437  | 27  | 20  | 55      | 67 miles operated. |
| 195,771                 | 195,771            | 152,038   | 87,117  | 22  | 14  | 56      |                    |
| 43,399,178              | 56,950,343         | 13,222,568                                      | 21,753,021  |   |   |         |                    |

## No. 5.—SUMMARY STATEMENT of Description of

| Number. | Name of Railway.                       | Mileage.  | Flour.     |           | Grain.     |            | Live      |
|---------|--|-----------|------------|-----------|------------|------------|-----------|
|         |  |           | Barrels.   | Tons.     | Bushels.   | Tons.      |           |
| 1       | Alberta Railway and Coal Co.....       | 174 12    | 8,800      | 880       | 39,975     | 975        | 4,002     |
| 2       | Bay of Quinté and Navigation Co.....   | 3 50      | 18,630     | 1,863     | 141,200    | 4,232      | 36        |
| 3       | Brantford, Waterloo and Lake Erie..... | 17 00     | 750        | 75        | 20,000     | 60         | 56        |
| 4       | Buctouche and Moncton.....             | 32 00     |            |           |            |            |           |
| 5       | Canada Atlantic.....                   | 138 00    | 128,780    | 12,878    | 922,172    | 22,492     | 25,332    |
| 6       | Canada Eastern.....                    | 127 00    | 57,616     | 5,762     | 100,159    | 1,752      | 815       |
| 7       | Canada Southern.....                   | 378 91    | 1,314,110  | 131,411   | 15,123,286 | 334,837    | 834,504   |
| 8       | Canadian Government Railways—          |           |            |           |            |            |           |
|         | Intercolonial.....                     | 1,142 00  | 1,013,129  | 101,312   | 2,890,921  | 61,048     | 95,529    |
|         | Prince Edward Island Railway.....      | 210 60    | 26,750     | 2,675     | 242,923    | 4,218      | 11,184    |
| 9       | Canadian Pacific.....                  | 3,415 30  |            |           |            |            |           |
|         | Atlantic and North-West.....           | 336 10    |            |           |            |            |           |
|         | Manitoba Southern Colo-                |           |            |           |            |            |           |
|         | nization.....                          | 217 80    |            |           |            |            |           |
|         | North Shore.....                       | 206 10    |            |           |            |            |           |
|         | St. Lawrence and Ottawa.....           | 56 50     |            |           |            |            |           |
|         | Toronto, Grey and Bruce.....           | 188 70    |            |           |            |            |           |
|         | Ontario and Quebec.....                | 451 50    | 5,536 90   | 2,231,856 | 223,187    | 20,905,105 | 523,149   |
|         | Credit Valley.....                     | 175 20    |            |           |            |            | 297,923   |
|         | West Ontario Pacific.....              | 26 60     |            |           |            |            |           |
|         | Guelph Junction.....                   | 15 00     |            |           |            |            |           |
|         | New Brunswick.....                     | 416 40    |            |           |            |            |           |
|         | Columbia and Kootenay.....             | 28 50     |            |           |            |            |           |
|         | Toronto Junction to Stra-              |           |            |           |            |            |           |
|         | chan Avenue.....                       | 3 20      |            |           |            |            |           |
| 10      | Caraguet.....                          | 68 00     | 5,000      | 500       | 5,000      | 87         | 50        |
| 11      | Carillon and Grenville.....            | 13 00     |            |           |            |            | 600       |
| 12      | Central Ontario.....                   | 104 00    | 19,300     | 1,920     | 85,000     | 7,300      | 1,960     |
| 13      | Central of New Brunswick.....          | 74 66     |            |           |            |            |           |
| 14      | Cornwallis Valley.....                 | 14 00     | 2,391      | 239       | 2,650      | 45         |           |
| 15      | Cumberland Railway and Coal Co.....    | 46 00     | 10,085     | 1,008     | 17,000     | 289        | 38        |
| 16      | Drummond County.....                   | 62 81     | 6,270      | 672       | 5,986      | 146        | 720       |
| 17      | Elgin, Petibodiad and Havelock.....    | 28 00     | 3,261      | 326       | 4,503      | 72         | 1,242     |
| 18      | Erie and Huron.....                    | 75 75     | 135,943    | 13,805    | 336,266    | 10,021     | 6,684     |
| 19      | Esquimalt and Nanaimo.....             | 78 00     | 1,680      | 194       | 750,000    | 376        | 3,663     |
| 20      | Fredericton & St. Mary's Ry. Bridge Co | 1 33      |            |           |            |            |           |
| 21      | Grand Trunk.....                       | 879 59    |            |           |            |            |           |
|         | Buffalo and Lake Huron.....            | 162 00    |            |           |            |            |           |
|         | Grand Trunk, Georgian Bay              |           |            |           |            |            |           |
|         | and Lake Erie.....                     | 172 75    |            |           |            |            |           |
|         | Montreal and Champlain Jn.....         | 81 25     |            |           |            |            |           |
|         | Great Western.....                     | 540 72    |            |           |            |            |           |
|         | London and Port Stanley.....           | 23 84     |            |           |            |            |           |
|         | Wellington, Grey and Bruce.....        | 168 09    |            |           |            |            |           |
|         | London, Huron and Bruce.....           | 68 89     |            |           |            |            |           |
|         | Brantford, Norfolk and Port            |           |            |           |            |            |           |
|         | Burwell.....                           | 34 73     |            |           |            |            |           |
|         | Midland.....                           | 173 97    |            |           |            |            |           |
|         | Toronto and Nipissing.....             | 111 56    | 3,143 22   | 5,315,200 | 531,520    | 46,796,760 | 1,169,919 |
|         | Grand Junction.....                    | 85 40     |            |           |            |            | 2,737,288 |
|         | Whitby, Pt. Perry & Lindsay.....       | 46 50     |            |           |            |            |           |
|         | Victoria.....                          | 53 25     |            |           |            |            |           |
|         | Northern.....                          | 205 37    |            |           |            |            |           |
|         | Northern and Pacific Junc.....         | 111 37    |            |           |            |            |           |
|         | Hamilton and North-West'n.....         | 173 90    |            |           |            |            |           |
|         | South Norfolk.....                     | 17 00     |            |           |            |            |           |
|         | Cobourg, Blairton and Mar-             |           |            |           |            |            |           |
|         | mora.....                              | 18 00     |            |           |            |            |           |
|         | Madock Jn. to Bridgewater.....         | 8 60      |            |           |            |            |           |
|         | Jacques Cartier Union.....             | 6 50      |            |           |            |            |           |
|         | Carried forward.....                   | 11,468 80 | 10,299,551 | 1,030,227 | 88,388,906 | 2,141,018  | 4,021,626 |

## Freight Carried, for the Year ended 30th June, 1889.

| Stock.  | Lumber<br>of all kinds except<br>Firewood. |           | Firewood. |         | Manu-<br>factured<br>Goods. | All other<br>Articles. | Total<br>Weight<br>Carried. | Number. | Remarks.   |
|---------|--|-----------|-----------|---------|-----------------------------|------------------------|-----------------------------|---------|--|
|         | Tons.                                      | Feet.     | Tons.     | Cords.  | Tons.                       | Tons.                  | Tons.                       |         |  |
| 667     | 8,419,680                                  | 11,694    |           |         | 3,538                       | *167,000               | 184,754                     | 1       | * Coal, 166,509<br>tons.                                       |
| 24      | 26,460,000                                 | 31,754    | 6,904     | 10,355  | 10,660                      | 37,232                 | 96,120                      | 2       |  |
| 30      | 240,000                                    | 900       | 1,600     | 2,400   | 755                         | 1,000                  | 5,220                       | 3       |  |
|         | 4,976,640                                  | 6,912     |           |         |                             | 4,928                  | 11,840                      | 4       |  |
| 4,222   | 164,952,000                                | 229,100   | 49,638    | 74,456  | 9,559                       | 112,647                | 465,354                     | 5       |  |
| 395     | 14,321,225                                 | 18,109    | 7,786     | 9,732   | 6,507                       | 21,218                 | 63,475                      | 6       |  |
| 139,084 | 188,246,160                                | 261,453   | 49,178    | 73,766  | 351,039                     | 2,633,722              | 3,925,312                   | 7       |  |
|         |  |           |           |         |                             |                        |                             | 8       |  |
| 12,278  | 184,138,324                                | 230,172   | 16,396    | 32,792  | 303,197                     | 563,735                | 1,304,534                   |         |  |
| 1,255   | 3,508,851                                  | 5,992     | 3,131     | 6,054   | 39,317                      | in forego'g            | 59,511                      |         |  |
|         |  |           |           |         |                             |                        |                             |         |  |
|         |  |           |           |         |                             |                        |                             |         |  |
| 90,161  | 600,118,709                                | 786,177   | 127,857   | 228,161 | 996,439                     | 827,839                | 3,675,113                   | 9       |  |
|         |  |           |           |         |                             |                        |                             |         |  |
|         |  |           |           |         |                             |                        |                             |         |  |
|         |  |           |           |         |                             |                        |                             |         |  |
| 25      | 4,436,000                                  | 6,300     | 500       | 750     | 500                         | 2,909                  | 11,071                      | 10      | *Coal.   |
| 100     |  |           |           |         | 35                          | 90                     | 225                         | 11      |  |
| 950     | 9,400,000                                  | 1,240     | 4,360     | 8,720   | 18,600                      | 33,770                 | 72,500                      | 12      |  |
|         | 6,161,040                                  | 8,557     |           |         |                             | 3,400                  | 11,957                      | 13      |  |
|         | 276,480                                    | 384       | 7         | 12      | 14                          | 6,164                  | 6,858                       | 14      |  |
| 19      | 12,152,000                                 | 15,190    |           |         | 4,737                       | *421,859               | 443,102                     | 15      |  |
| 120     | 9,828,000                                  | 13,650    | 7,960     | 11,940  | 28,517                      | in forego'g            | 55,045                      | 16      |  |
| 374     | 7,789,000                                  | 8,655     | 520       | 650     | 572                         | 1,354                  | 12,003                      | 17      |  |
| 1,489   | 19,988,000                                 | 25,250    | 126       | 222     | 5,748                       | 22,280                 | 78,815                      | 18      | *No classification<br>given.                                   |
| 909     | 1,740,944                                  | 3,500     | 9,239     | 12,318  | 1,822                       | 18,031                 | 37,150                      | 19      |  |
|         |  |           |           |         |                             | *20,089                | 20,089                      | 20      |  |
|         |  |           |           |         |                             |                        |                             |         |  |
|         |  |           |           |         |                             |                        |                             |         |  |
|         |  |           |           |         |                             |                        |                             |         |  |
|         |  |           |           |         |                             |                        |                             |         |  |
|         |  |           |           |         |                             |                        |                             |         |  |
| 453,945 | 693,077,605                                | 1,042,237 | 169,967   | 305,941 | 1,046,022                   | *3,186,485             | 7,736,069                   | 21      | Including 980,772<br>tons coal and<br>92,089 tons coal<br>oil. |
|         |  |           |           |         |                             |                        |                             |         |  |
|         |  |           |           |         |                             |                        |                             |         |  |
|         |  |           |           |         |                             |                        |                             |         |  |
|         |  |           |           |         |                             |                        |                             |         |  |
|         |  |           |           |         |                             |                        |                             |         |  |
|         |  |           |           |         |                             |                        |                             |         |  |
|         |  |           |           |         |                             |                        |                             |         |  |
| 706,047 | 1,960,230,658                              | 2,707,226 | 455,169   | 778,269 | 2,827,578                   | 8,085,752              | 18,276,117                  |         |  |



## No. 5.—SUMMARY STATEMENT of Description

| Number. | Name of Railway.                           | Mileage.  | Flour.     |           | Grain.      |           | Live<br>No. |
|---------|--|-----------|------------|-----------|-------------|-----------|-------------|
|         |  |           | Barrels.   | Tons.     | Bushels.    | Tons.     |             |
|         | Brought forward.....                       | 11,468 80 | 10,299,551 | 1,030,227 | 88,388,906  | 2,141,018 | 4,021,626   |
| 22      | Great Eastern ..... 13 00                  | 58 00     | 1,418      | 221       | 9,450       | 162       | .....       |
|         | Montreal and Sorel..... 45 00              | 25 00     |            |           |             |           |             |
| 23      | Great Northern.....                        | 52 84     | 5,859      | 586       | 9,848       | 196       | 2,112       |
| 24      | Hereford.....                              | 13 00     | 2,058      | 252       | 14,373      | 241       | 13          |
| 25      | Joggins.....                               | 34 00     | 9,500      | 952       | 4,500       | 130       | 200         |
| 26      | Kent Northern.....                         | 112 75    | 21,750     | 2,175     | 35,500      | 1,065     | 300         |
| 27      | Kingston and Pembroke.....                 | 56 45     | 30,670     | 3,067     | 111,600     | 2,790     | 1,850       |
| 28      | Kingston, Napanee and Western.....         | 3 00      | 608        | 64        |             |           | 31          |
| 29      | L'Assomption.....                          | 42 00     | 3,949      | 426       | 169,438     | 4,696     | 9,165       |
| 30      | Lake Erie, Essex and Detroit River.....    | 15 50     | 2,190      | 219       | 3,936       | 96        | .....       |
| 31      | Lake Temiskaming Colonization.....         | 249 97    | 43,271     | 4,327     | 2,128,125   | 56,637    | 12,912      |
| 32      | Manitoba and North-Western. 234 50         | 34 00     | 6,250      | 625       | 220,662     | 5,382     | 7,488       |
|         | Saskatchewan and Western. 15 47            | 13 00     | 3,201      | 320       | 4,032       | 72        | .....       |
| 33      | Massawippi Valley.....                     | 16 50     | 965        | 97        | 2,725       | 63        | 6           |
| 34      | Montreal and Maskinongé.....               | 23 60     | 309,434    | 39,054    | 4,146,413   | 124,377   | 1,108,764   |
| 35      | Montreal and Ottawa.....                   | 36 00     | 20,583     | 2,058     | 16,807      | 289       | 768         |
| 36      | Montreal and Vermont Junction.....         | 263 30    | 7,561      | 756       | 1,172,286   | 35,169    | 575         |
| 37      | New Brunswick and P. E. Island.....        | 5 50      |            |           |             |           | .....       |
| 38      | Northern Pacific and Manitoba.....         | 74 00     |            |           |             |           | .....       |
| 39      | Nosbonsing and Nipissing.....              | 4 25      |            |           |             |           | .....       |
| 40      | Nova Scotia Central.....                   | 61 00     | 9,563      | 956       | 157,927     | 3,280     | 2,754       |
| 41      | Pontiac and Renfrew.....                   | 247 19    | 5,605      | 561       | 6,020       | 103       | 149         |
| 42      | Pontiac Pacific Junction.....              | 204 00    | 27,991     | 2,799     | 20,209      | 404       | 1,330       |
| 43      | Qu'Appelle, Long Lake & Saskatchewan.....  | 153 50    | 74,480     | 7,448     | 113,652     | 2,772     | 10,716      |
| 44      | Quebec and Lake St. John.....              | 21 00     | 960        | 96        | 2,830       | 64        | 27          |
| 45      | Quebec Central.....                        | 53 25     |            |           |             |           | .....       |
| 46      | Quebec, Montmerency and Charlevoix.....    | 82 50     | 20,000     | 2,000     | 5,000       | 100       | 300         |
| 47      | Salisbury and Harvey.....                  | 43 00     | 407,005    | 40,636    | 4,236,623   | 125,564   | 1,110,942   |
| 48      | Shore Line.....                            | 12 35     | 3,755      | 375       | 15,215      | 456       | 181         |
| 49      | Stanstead, Shefford and Chambly.....       | 1 75      |            |           |             |           | .....       |
| 50      | St. Catharines and Niagara Central.....    |           |            |           |             |           | .....       |
| 51      | St. John Bridge and Railway Extension..... |           |            |           |             |           | .....       |
| 52      | South Eastern.....                         | 260 00    | 200,030    | 20,003    | 3,465,456   | 86,023    | 16,500      |
|         | Montreal, Portland and Boston.....         | 81 00     | 23,595     | 2,359     | 45,277      | 1,132     | 563         |
|         | Lake Champlain & St. Lawrence Jn. }        | 4 08      | 3,000      | 300       | 3,533       | 106       | 518         |
| 53      | Temiscouata.....                           | 67 00     | 8,209      | 821       | 935         | 18        | 360         |
| 54      | Thousand Island.....                       |           |            |           |             |           | .....       |
| 55      | Western Countries.....                     |           |            |           |             |           | .....       |
| 56      | Windsor and Annapolis..... 84 00           | 116 00    | 49,810     | 4,981     |             |           | 11,618      |
|         | Windsor Branch..... 32 00                  |           |            |           |             |           |             |
|         | Total.....                                 | 14,009 08 | 11,602,821 | 1,168,760 | 104,511,278 | 2,592,405 | 6,321,768   |

†These companies having failed to comply with the law by giving details of description of freight

of Freight Carried, &c.—*Concluded.*

| Stock.    | Lumber<br>of all kinds except<br>Firewood. |       | Firewood. |         | Manu-<br>factured<br>Goods. | All other<br>Articles. | Total<br>Weight<br>Carried. | Number.    | Remarks. |
|-----------|--|-------|-----------|---------|-----------------------------|------------------------|-----------------------------|------------|----------|
|           | Tons.                                      | Feet. | Tons.     | Cords.  | Tons.                       | Tons.                  | Tons.                       |            |          |
| 706,047   | 1,960,230,658                              |       | 2,707,226 | 455,169 | 778,269                     | 2,827,578              | 8,085,752                   | 18,276,117 |          |
| .....     | 160,000                                    |       | 260       | 360     | 591                         | 1,967                  | 2,789                       | 5,990      | 22       |
| .....     | 595,440                                    |       | 827       | 677     | 1,000                       | .....                  | 3,398                       | 5,225      | 23       |
| 352       | 20,065,000                                 |       | 30,244    | 4,408   | 7,657                       | 453                    | 37,299                      | 76,787     | 24       |
| 4         | 167,760                                    |       | 233       | .....   | .....                       | 870                    | 47,714                      | 49,314     | 25       |
| 100       | 2,880,000                                  |       | 4,000     | .....   | 639                         | 2,960                  | 2,700                       | 11,471     | 26       |
| 150       | 35,150,000                                 |       | 52,725    | 10,124  | 18,690                      | 20,311                 | 7,020                       | 102,136    | 27       |
| 901       | 16,043,000                                 |       | 24,065    | 10,600  | 15,857                      | 231                    | 45,604                      | 92,515     | 28       |
| 16        | 142,000                                    |       | 213       | 28      | 42                          | 118                    | 151                         | 604        | 29       |
| 4,428     | 18,532,800                                 |       | 25,740    | 4,706   | 7,765                       | 4,597                  | 118,752                     | 166,404    | 30       |
| .....     | .....                                      |       | .....     | .....   | .....                       | 520                    | 465                         | 1,300      | 31       |
| 2,152     | 4,162,000                                  |       | 6,244     | 594     | 891                         | 10,156                 | 8,500                       | 88,907     | 32       |
| 1,248     | 25,045,200                                 |       | 34,785    | .....   | .....                       | .....                  | *95,941                     | 136,981    | 33       |
| 260       | .....                                      |       | 696       | 680     | 905                         | .....                  | 2,916                       | 5,169      | 34       |
| 2         | 36,000                                     |       | 53        | 158     | 205                         | 379                    | 260                         | 1,059      | 35       |
| 184,794   | 21,466,505                                 |       | 30,552    | .....   | .....                       | 695                    | 284,508                     | 663,980    | 36       |
| 62        | 7,482,000                                  |       | 11,193    | 777     | 1,165                       | 1,677                  | 19,950                      | 36,394     | 37       |
| 575       | 4,653,600                                  |       | 6,980     | 9,658   | 21,731                      | 65,670                 | in forego'g                 | 130,881    | 38       |
| .....     | .....                                      |       | .....     | .....   | .....                       | .....                  | 76,800                      | *76,800    | 39       |
| .....     | .....                                      |       | .....     | .....   | .....                       | .....                  | +16,811                     | 16,811     | 40       |
| .....     | .....                                      |       | .....     | .....   | .....                       | .....                  | 9,311                       | 9,311      | 41       |
| 284       | 344,649                                    |       | 727       | 2,311   | 4,375                       | 2,319                  | 12,633                      | 24,574     | 42       |
| 37        | 339,964                                    |       | 452       | 91      | 136                         | 1,388                  | 1,339                       | 4,016      | 43       |
| 217       | 30,162,000                                 |       | 39,759    | 22,329  | 35,975                      | 10,160                 | 6,642                       | 95,956     | 44       |
| 1,786     | 42,194,160                                 |       | 58,603    | 1,117   | 1,675                       | 2,798                  | 53,789                      | 128,871    | 45       |
| 23        | 191,575                                    |       | 277       | 673     | 720                         | 661                    | 16,012                      | 17,852     | 46       |
| .....     | .....                                      |       | .....     | .....   | .....                       | .....                  | +14,958                     | 14,958     | 47       |
| 50        | 3,914,000                                  |       | 5,150     | 320     | 500                         | 1,442                  | 7,224                       | 16,466     | 48       |
| 185,157   | 23,171,675                                 |       | 33,179    | .....   | .....                       | 2,548                  | 294,229                     | 681,313    | 49       |
| 120       | 429,339                                    |       | 886       | .....   | .....                       | 7,245                  | 22,627                      | 31,709     | 50       |
| .....     | .....                                      |       | .....     | .....   | .....                       | .....                  | +148,243                    | 148,243    | 51       |
| 3,886     | 61,927,920                                 |       | 86,011    | 23,229  | 34,843                      | 73,399                 | 192,584                     | 496,749    | 52       |
| 281       | 2,391,512                                  |       | 2,989     | 3,915   | 6,703                       | 605                    | 5,805                       | 19,874     | 53       |
| 259       | 1,000,000                                  |       | 1,532     | .....   | .....                       | 5,352                  | 3,451                       | 11,000     | 54       |
| 92        | 10,179,000                                 |       | 13,140    | 2,043   | 3,230                       | 2,706                  | 430                         | 20,437     | 55       |
| 2,316     | 8,704,000                                  |       | 13,065    | 1,827   | 2,611                       | 22,335                 | 41,808                      | 87,116     | 56       |
| 1,095,599 | 2,301,741,757                              |       | 3,191,806 | 555,794 | 946,175                     | 3,071,130              | 9,687,415                   | 21,753,290 |          |

carried—the total weight has, in these instances, been entered in column of "All other Articles."

## No. 6.—SUMMARY STATEMENT OF Earnings, for the Year ended 30th June, 1891.

| Number. | Name of Railway.                              | Mileage. | Passenger Traffic. |       | Freight Traffic. |       | Mails and Express Freight. |       | Other Sources. |       | Total Gross Earnings. |       | Total Net Earnings. |       | Proportion of Earnings to Working Expenses. |
|---------|---|----------|--------------------|-------|------------------|-------|----------------------------|-------|----------------|-------|-----------------------|-------|---------------------|-------|---|
|         |   |          | \$                 | cts.  | \$               | cts.  | \$                         | cts.  | \$             | cts.  | \$                    | cts.  | \$                  | cts.  | per cent.                                   |
| 1       | Alberta Railway and Coal Co.                  | 174 12   | 12,582             | 59    | 272,417          | 86    | 5,114                      | 99    | .....          | ..... | 290,115               | 44    | 47,422              | 87    | 119   |
| 2       | Bay of Quinte Railway and Navigation Co.      | 3 50     | 2,580              | 59    | 26,143           | 60    | 1,093                      | 77    | .....          | ..... | 31,117                | 32    | 15,810              | 96    | 203   |
| 3       | Brantford, Waterloo and Lake Erie.            | 17 00    | 5,087              | 60    | 5,475            | 74    | 112                        | 05    | 1,299          | 36    | 10,675                | 39    | -2,249              | 87    | 83  |
| 4       | Bucouche and Moncton                          | 32 00    | 4,725              | 68    | 8,871            | 37    | .....                      | ..... | .....          | ..... | 13,597                | 05    | -3,291              | 32    | 80  |
| 5       | Canada Atlantic                               | 138 00   | 100,311            | 95    | 368,558          | 54    | 41,152                     | 89    | 48,908         | 17    | 558,831               | 55    | 221,077             | 62    | 165   |
| 6       | Canada Eastern                                | 127 00   | 22,787             | 03    | 56,735           | 15    | 3,906                      | 95    | 1,472          | 10    | 84,901                | 23    | 20,504              | 98    | 132   |
| 7       | Canada Southern                               | 378 91   | 1,285,875          | 66    | 2,964,189        | 44    | 155,618                    | 22    | 3,281          | 01    | 4,408,964             | 33    | 1,247,619           | 41    | 139   |
| 8       | Canadian Government Railways—                 |          |                    |       |                  |       |                            |       |                |       |                       |       |                     |       |   |
|         | Intercolonial                                 | 1,142 00 | 962,316            | 88    | 1,854,629        | 88    | 160,448                    | 62    | .....          | ..... | 2,977,395             | 38    | -694,946            | 56    | 81  |
|         | Prince Edward Island                          | 210 60   | 72,292             | 23    | 81,660           | 82    | 19,917                     | 00    | .....          | ..... | 174,258               | 05    | -83,732             | 03    | 67  |
| 9       | Canadian Pacific                              |          |                    |       |                  |       |                            |       |                |       |                       |       |                     |       |   |
|         | Atlantic and North-west                       | 3,415 30 | .....              | ..... | .....            | ..... | .....                      | ..... | .....          | ..... | .....                 | ..... | .....               | ..... | .....                                       |
|         | Manitoba Southwestern Colonization            | 386 10   | .....              | ..... | .....            | ..... | .....                      | ..... | .....          | ..... | .....                 | ..... | .....               | ..... | .....                                       |
|         | North Shore                                   | 217 80   | .....              | ..... | .....            | ..... | .....                      | ..... | .....          | ..... | .....                 | ..... | .....               | ..... | .....                                       |
|         | St. Lawrence and Ottawa                       | 206 10   | .....              | ..... | .....            | ..... | .....                      | ..... | .....          | ..... | .....                 | ..... | .....               | ..... | .....                                       |
|         | Toronto, Grey and Bruce                       | 56 50    | .....              | ..... | .....            | ..... | .....                      | ..... | .....          | ..... | .....                 | ..... | .....               | ..... | .....                                       |
|         | Toronto, Grey and Quebec                      | 188 70   | .....              | ..... | .....            | ..... | .....                      | ..... | .....          | ..... | .....                 | ..... | .....               | ..... | .....                                       |
|         | Credit Valley                                 | 451 60   | .....              | ..... | .....            | ..... | .....                      | ..... | .....          | ..... | .....                 | ..... | .....               | ..... | .....                                       |
|         | West Ontario Pacific                          | 175 20   | .....              | ..... | .....            | ..... | .....                      | ..... | .....          | ..... | .....                 | ..... | .....               | ..... | .....                                       |
|         | Guelph Junction                               | 26 60    | .....              | ..... | .....            | ..... | .....                      | ..... | .....          | ..... | .....                 | ..... | .....               | ..... | .....                                       |
|         | New Brunswick                                 | 15 00    | .....              | ..... | .....            | ..... | .....                      | ..... | .....          | ..... | .....                 | ..... | .....               | ..... | .....                                       |
|         | Columbia and Kootenay                         | 416 40   | .....              | ..... | .....            | ..... | .....                      | ..... | .....          | ..... | .....                 | ..... | .....               | ..... | .....                                       |
|         | Toronto Junction to Strachan Avenue           | 28 50    | .....              | ..... | .....            | ..... | .....                      | ..... | .....          | ..... | .....                 | ..... | .....               | ..... | .....                                       |
| 10      | Caranquet                                     | 68 00    | 4,287              | 71    | 11,640           | 22    | 1,881                      | 23    | .....          | ..... | 17,819                | 16    | -1,695              | 33    | 91  |
| 11      | Carillon and Grenville                        | 13 00    | 2,639              | 45    | 253              | 61    | .....                      | ..... | .....          | ..... | 2,893                 | 06    | -1,535              | 07    | 65  |
| 12      | Central Ontario                               | 104 00   | 26,916             | 19    | 52,373           | 74    | 7,292                      | 22    | 1,343          | 47    | 87,925                | 62    | -3,653              | 34    | 96  |
| 13      | Central of New Brunswick                      | 74 66    | 8,312              | 66    | 7,084            | 41    | .....                      | ..... | 143            | 78    | 15,539                | 24    | -15,424             | 97    | 50  |
| 14      | Cornwallis Valley                             | 14 00    | 2,218              | 66    | 5,000            | 07    | .....                      | ..... | .....          | ..... | 7,291                 | 35    | 2,370               | 64    | 148   |
| 15      | Cumberland Railway and Coal Co.               | 46 00    | 9,454              | 68    | 15,346           | 64    | 1,763                      | 33    | 84,844         | 44    | 111,409               | 09    | 58,370              | 22    | 213   |
| 16      | Dumfries County                               | 62 81    | 9,523              | 60    | 27,546           | 88    | 6 60                       | ..... | 329            | 89    | 37,406                | 97    | 5,969               | 21    | 119   |
| 17      | Elgin, Petricodiac and Havelock               | 26 00    | 2,310              | 15    | 7,767            | 63    | 6 60                       | ..... | .....          | ..... | 10,899                | 67    | 123                 | 39    | 101   |
| 18      | Elgin and Huron                               | 75 75    | 48,194             | 13    | 49,777           | 58    | 5,850                      | 70    | 206            | 13    | 104,028               | 54    | 32,007              | 37    | 141   |
| 19      | Esquimaux and Nanaimo                         | 78 00    | 63,235             | 57    | 49,286           | 32    | 3,656                      | 00    | 5,252          | 34    | 121,440               | 23    | -40,545             | 64    | 75  |
| 20      | Fredericton and St. Mary's Railway Bridge Co. | 1 33     | 444                | 45    | 2,464            | 24    | .....                      | ..... | .....          | ..... | 2,908                 | 69    | 1,608               | 69    | .....                                       |
| 21      | Grand Trunk                                   |          |                    |       |                  |       |                            |       |                |       |                       |       |                     |       |   |
|         | Buffalo and Lake Huron                        | 879 59   | .....              | ..... | .....            | ..... | .....                      | ..... | .....          | ..... | .....                 | ..... | .....               | ..... | .....                                       |
|         | G. T. Georgian Bay and Lake Erie              | 162 00   | .....              | ..... | .....            | ..... | .....                      | ..... | .....          | ..... | .....                 | ..... | .....               | ..... | .....                                       |



No. 6.—SUMMARY STATEMENT OF Earnings for the Year ended 30th June, 1891.—*Continued.*

| Number. | Name of Railway.  | Mileage.  | Passenger Traffic. |      | Freight Traffic. |      | Mails and Express Freight. |      | Other Sources. |      | Total Gross Earnings. |      | Total Net Earnings. |      | Proportion of Working Expenses. |
|---------|---|-----------|--------------------|------|------------------|------|----------------------------|------|----------------|------|-----------------------|------|---------------------|------|---------------------------------|
|         |   |           | \$                 | cts. | \$               | cts. | \$                         | cts. | \$             | cts. | \$                    | cts. | \$                  | cts. | per cent.                       |
|         | Brought forward . . . . .                                 |           |                    |      |                  |      |                            |      |                |      |                       |      |                     |      |                                 |
| 50      | St. Catharines and Niagara Central . . . . .              | 12.35     | 5,375 00           |      | 12,380 56        |      | 186 49                     |      | 1,569 02       |      | 19,511 07             |      | -245 81             |      | 98                              |
| 51      | St. John Bridge Railway Extension Co. . . . .             | 1.75      | 25,540 44          |      | 37,554 22        |      | 1,204 36                   |      |                |      | 64,299 02             |      | 37,430 70           |      | 240                             |
| 52      | South Eastern—<br>Montreal, Portland and Boston . . . . . | 260.00    | 187,339 38         |      | 369,219 25       |      | 18,317 35                  |      | 12,720 35      |      | 587,595 33            |      | 48,154 35           |      | 109                             |
| 53      | Lake Champlain and St. Lawrence Junction . . . . .        |           | 12,008 62          |      | 20,390 77        |      | 4,235 38                   |      |                |      | 36,634 77             |      | -13,238 11          |      | 73                              |
| 54      | Tenoucousta . . . . .                                     | 81.00     | 4,119 74           |      | 8,798 77         |      | 1,702 19                   |      | 1,902 26       |      | 16,522 96             |      | 4,172 67            |      | 134                             |
| 55      | Thousand Islands . . . . .                                | 4.08      | 46,642 14          |      | 18,565 07        |      | 5,942 16                   |      | 369 54         |      | 71,518 91             |      | 2,840 85            |      | 104                             |
| 56      | Western Counties . . . . .                                | 67.00     |                    |      |                  |      |                            |      |                |      |                       |      |                     |      |                                 |
| 556     | Windsor and Annapolis . . . . .                           | 116.00    | 130,166 50         |      | 133,284 15       |      | 13,420 53                  |      | 642 75         |      | 277,513 93            |      | 95,038 49           |      | 152                             |
| 55      | Windsor Branch . . . . .                                  |           |                    |      |                  |      |                            |      |                |      |                       |      |                     |      |                                 |
|         |   | 14,009.08 | 14,286,408 56      |      | 30,548,645 60    |      | 1,904,961 66               |      | 1,452,083 26   |      | 48,192,099 08         |      | 13,231,649 88       |      |                                 |

No. 7.—SUMMARY STATEMENT of Operating Expenses, for the Year ended 30th June, 1891.

| No. | Name of Railway.                              | Mileage. | Maintenance of Line, Buildings, &c. | Working and Repairs of Engines. | Working and Repairs of Cars. | General Operating Expenses. | Total.       | Remarks. |
|-----|---|----------|-------------------------------------|---------------------------------|------------------------------|-----------------------------|--------------|----------|
|     |   |          | cts.                                | cts.                            | cts.                         | cts.                        | cts.         |          |
| 1   | Alberta Railway Coal Co.                      | 174.12   | 46,805 83                           | 63,757 34                       | 14,732 33                    | 117,397 07                  | 242,692 57   |          |
| 2   | Bay of Quinte Railway and Navigation Co.      | 3.50     | 2,592 28                            | 5,416 24                        | 373 47                       | 6,984 37                    | 15,306 36    |          |
| 3   | Brantford, Waterloo and Lake Erie.            | 17.00    | 2,620 18                            | 4,462 31                        | 112 78                       | 6,729 99                    | 12,925 26    |          |
| 4   | Bucktonche and Moncton                        | 32.00    | 5,850 86                            | 4,960 58                        | 867 15                       | 5,269 78                    | 16,898 37    |          |
| 5   | Canada Atlantic.                              | 138.00   | 45,319 99                           | 127,584 18                      | 34,994 88                    | 129,854 88                  | 337,753 93   |          |
| 6   | Canada Eastern.                               | 127.00   | 16,368 65                           | 25,212 90                       | 4,049 13                     | 18,765 57                   | 64,396 25    |          |
| 7   | Canada Southern.                              | 378.91   | 617,840 83                          | 881,797 86                      | 383,218 25                   | 1,278,487 98                | 3,161,344 92 |          |
| 8   | Canadian Government Railways—                 |          |                                     |                                 |                              |                             |              |          |
|     | Intercolonial.                                | 1,142.00 | 985,293 68                          | 1,281,800 32                    | 571,980 22                   | 883,267 72                  | 3,662,341 94 |          |
|     | Prince Edward Island                          | 210.60   | 114,265 69                          | 64,158 96                       | 18,437 22                    | 61,138 21                   | 257,990 08   |          |
| 9   | Canadian Pacific                              | 3,415.30 |                                     |                                 |                              |                             |              |          |
|     | Atlantic and North-West.                      | 336.10   |                                     |                                 |                              |                             |              |          |
|     | Manitoba South-Western Colonization.          | 217.80   |                                     |                                 |                              |                             |              |          |
|     | North Shore.                                  | 206.10   |                                     |                                 |                              |                             |              |          |
|     | St. Lawrence and Ottawa.                      | 56.50    |                                     |                                 |                              |                             |              |          |
|     | Toronto, Grey and Bruce.                      | 188.70   |                                     |                                 |                              |                             |              |          |
|     | Ontario and Quebec.                           | 451.50   |                                     |                                 |                              |                             |              |          |
|     | Credit Valley                                 | 175.20   |                                     |                                 |                              |                             |              |          |
|     | West Ontario Pacific.                         | 26.60    |                                     |                                 |                              |                             |              |          |
|     | Guelph Junction.                              | 15.00    |                                     |                                 |                              |                             |              |          |
|     | New Brunswick.                                | 418.40   |                                     |                                 |                              |                             |              |          |
|     | Columbia and Kootenay.                        | 28.50    |                                     |                                 |                              |                             |              |          |
|     | Toronto Junction to Strachan Avenue.          | 3.20     |                                     |                                 |                              |                             |              |          |
| 10  | Caracquet.                                    | 68.00    | 6,590 07                            | 6,429 00                        | 910 99                       | 5,594 43                    | 19,514 49    |          |
| 11  | Carillon and Grenville.                       | 13.00    |                                     |                                 |                              | 4,428 13                    | 4,428 13     |          |
| 12  | Central Ontario.                              | 104.00   | 24,862 33                           | 24,495 75                       | 4,399 45                     | 37,831 43                   | 91,588 96    |          |
| 13  | Central New Brunswick.                        | 74.66    | 12,722 85                           | 8,432 41                        | 4,201 12                     | 5,667 83                    | 30,864 21    |          |
| 14  | Cornwallis Valley.                            | 14.00    | 1,269 50                            | 1,676 19                        | 16 78                        | 1,918 24                    | 4,910 71     |          |
| 15  | Cumberland Railway Coal Co.                   | 46.00    | 18,643 41                           | 19,704 44                       | 3,973 99                     | 10,717 03                   | 53,038 87    |          |
| 16  | Drummond County.                              | 62.81    | 7,631 44                            | 10,752 38                       | 487 48                       | 12,566 46                   | 31,437 76    |          |
| 17  | Elgin, Petscodisc and Havelock.               | 28.00    | 3,546 07                            | 3,906 84                        | 128 87                       | 3,195 00                    | 10,776 28    |          |
| 18  | Erie and Huron.                               | 75.75    | 21,702 39                           | 22,154 36                       | 3,966 19                     | 24,178 23                   | 72,021 17    |          |
| 19  | Esquimaux and Nanaimo.                        | 78.00    | 69,546 83                           | 24,279 79                       | 12,841 24                    | 55,318 01                   | 161,965 87   |          |
| 20  | Fredericton and St. Mary's Railway Bridge Co. | 1.33     |                                     |                                 |                              | 1,900 00                    | 1,900 00     |          |

Carried forward.

No. 7.—SUMMARY STATEMENT of Operating Expenses, for the Year ended 30th June, 1891.—Continued.

| Name of Railway.                           | Mileage. | Maintenance<br>of Line,<br>Buildings, &c. | Working and<br>Repairs<br>of Engines. | Working and<br>Repairs<br>of Cars. | General<br>Operating Ex-<br>penses. | Total.        | Remarks.                       |
|--|----------|---|---------------------------------------|------------------------------------|-------------------------------------|---------------|--------------------------------|
|  |          | \$ cts.                                   | \$ cts.                               | \$ cts.                            | \$ cts.                             | \$ cts.       | \$ cts.                        |
| Brought forward.....                       |          |   |                                       |                                    |                                     |               |                                |
| 21 Grand Trunk.....                        | 879 59   |   |                                       |                                    |                                     |               |                                |
| Buffalo and Lake Huron.....                | 162 00   |   |                                       |                                    |                                     |               |                                |
| Grand Trunk, Georgian Bay and Lake Erie    | 172 75   |   |                                       |                                    |                                     |               |                                |
| Montreal and Champlain Junction.....       | 81 25    |   |                                       |                                    |                                     |               |                                |
| Great Western.....                         | 540 72   |   |                                       |                                    |                                     |               |                                |
| London and Port Stanley.....               | 23 84    |   |                                       |                                    |                                     |               |                                |
| Wellington, Grey and Bruce.....            | 168 09   |   |                                       |                                    |                                     |               |                                |
| London, Huron and Bruce.....               | 68 89    |   |                                       |                                    |                                     |               |                                |
| Brantford, Norfolk and Port Burwell.....   | 34 73    |   |                                       |                                    |                                     |               |                                |
| Midland.....                               | 173 97   |   |                                       |                                    |                                     |               |                                |
| Toronto and Nipissing.....                 | 111 50   |   |                                       |                                    |                                     |               |                                |
| Grand Junction.....                        | 85 40    | 2,454,994 08                              | 4,336,555 65                          | 1,277,917 47                       | 4,552,011 28                        | 12,621,478 48 |                                |
| Whitby, Port Perry and Lindsay.....        | 46 50    |   |                                       |                                    |                                     |               |                                |
| Victoria.....                              | 53 25    |   |                                       |                                    |                                     |               |                                |
| Northern.....                              | 205 37   |   |                                       |                                    |                                     |               |                                |
| Northern and Pacific Junction.....         | 111 37   |   |                                       |                                    |                                     |               |                                |
| Hamilton and North-Western.....            | 173 90   |   |                                       |                                    |                                     |               |                                |
| South Norfolk.....                         | 17 00    |   |                                       |                                    |                                     |               |                                |
| Cobourg, Blairton and Marmora.....         | 18 00    |   |                                       |                                    |                                     |               |                                |
| Madoc Junction to Bridgewater.....         | 8 60     |   |                                       |                                    |                                     |               |                                |
| Jacques Cartier Union.....                 | 6 50     |   |                                       |                                    |                                     |               |                                |
| 22 Great Eastern.....                      | 13 00    | 3,841 90                                  | 7,790 77                              | 238 92                             | 7,147 07                            | 19,008 66     | *Traffic operated<br>by C.P.R. |
| Montreal and Sorel.....                    | 45 00    | 2,287 94                                  | 13,448 81                             | 1,248 05                           | 910 00                              | *3,147 94     |                                |
| 23 Great Northern.....                     |          | 28,380 92                                 | 4,287 88                              | 1,731 92                           | 11,523 00                           | 54,600 78     |                                |
| 24 Hereford.....                           |          | 3,531 49                                  | 4,765 45                              | 280 75                             | 2,978 01                            | 12,829 30     |                                |
| 25 Joggins.....                            |          | 3,265 75                                  | 43,619 00                             | 10,314 00                          | 1,810 95                            | 10,112 90     |                                |
| 26 Kent Northern.....                      |          | 28,077 00                                 | 24,378 87                             | 5,510 79                           | 42,267 00                           | 124,267 00    |                                |
| 27 Kingston and Pembroke.....              |          | 13,942 85                                 | 795 83                                | 42 43                              | 20,704 07                           | 64,536 58     |                                |
| 28 Kingston, Napanee and Western.....      |          | 141 23                                    | 17,703 87                             | 5,207 24                           | 623 87                              | 1,605 42      |                                |
| 29 L'Assomption.....                       |          | 12,972 47                                 | 1,903 58                              |                                    | 20,889 64                           | 56,773 22     |                                |
| 30 Lake Erie, Essex and Detroit River..... |          |   |                                       |                                    | 12,782 66                           | 14,686 24     |                                |
| 31 Lake Temiscamingue Colonization.....    |          |   |                                       |                                    | 61,459 39                           | 201,262 39    |                                |
| 32 Manitoba and North-Western.....         | 234 50   | 62,144 94                                 | 63,294 08                             | 14,353 98                          |                                     |               |                                |
| Saskatchewan and Western.....              | 15 47    |   |                                       |                                    |                                     |               |                                |

|   |  | 34 00     | 39,995 33    | 47,258 57     | 10,363 33    | 37,163 54     | 134,780 77    | *Traffic operated<br>by C.P.R. |
|---|--|-----------|--------------|---------------|--------------|---------------|---------------|--------------------------------|
| 33 Mississippi Valley                       |  | 13 00     | 3,250 00     |               |              |               | *3,250 00     |                                |
| 34 Montreal and Lake Maskinonge             |  | 16 50     | 749 44       | 2,765 99      | 10 55        | 1,084 11      | 4,610 09      |                                |
| 35 Montreal and Ottawa                      |  | 23 00     | 14,893 92    | 41,636 58     | 6,316 44     | 53,075 91     | 115,912 85    |                                |
| 36 Montreal and Vermont Junction            |  | 38 00     | 5,133 35     | 5,408 32      | 820 74       | 2,781 89      | 14,144 30     |                                |
| 37 New Brunswick and Prince Edward Island   |  | 263 30    | 54,089 53    | 52,035 70     | 11,133 74    | 58,723 53     | 175,982 50    |                                |
| 38 Northern Pacific and Manitoba            |  | 5 50      | 4,649 40     | 10,023 20     | 1,500 00     | 10,690 50     | 26,863 10     |                                |
| 39 Nodonsing and Nipissing                  |  | 74 00     | 19,567 32    | 8,961 40      |              | 10,688 93     | 39,197 65     |                                |
| 40 Nova Scotia Central                      |  | 4 25      |              | 1,088 57      |              |               | 1,088 57      |                                |
| 41 Pontiac and Renfrew                      |  | 61 00     | 16,588 93    | 7,604 49      | 2,512 46     | 7,911 23      | 34,617 11     |                                |
| 42 Pontiac Pacific Junction                 |  | 247 19    | 13,868 71    | 12,107 81     | 28 21        | 4,737 97      | 30,732 70     |                                |
| 43 Qu Appelle, Long Lake and Saskatchewan   |  | 204 00    | 44,077 35    | 55,278 30     | 13,111 64    | 36,008 36     | 148,475 65    |                                |
| 44 Quebec and Lake St. John                 |  | 153 50    | 54,163 39    | 52,006 19     | 13,646 26    | 72,622 90     | 193,038 74    |                                |
| 45 Quebec Central                           |  | 21 00     | 7,415 51     | 9,038 02      | 2,199 17     | 9,264 39      | 27,917 09     |                                |
| 46 Quebec, Montmorenci and Charlevoix       |  | 53 25     | 3,612 20     | 3,364 12      | 1,088 28     | 3,337 17      | 11,351 77     |                                |
| 47 Salisbury and Harvey                     |  | 82 50     | 32,112 01    | 19,669 30     | 6,713 16     | 9,569 95      | 68,064 42     |                                |
| 48 Shore Line                               |  | 43 00     | 20,101 82    | 16,342 26     | 1,217 37     | 17,767 95     | 55,429 40     |                                |
| 49 Stanstead, Shefford and Chamblay         |  | 12 35     | 4,125 94     | 5,722 98      | 165 52       | 9,742 44      | 19,756 88     |                                |
| 50 St. Catharines and Niagara Central       |  | 1 75      | 25,254 98    |               |              | 1,613 34      | *26,868 32    | *Traffic operated<br>by C.P.R. |
| 51 St. John Bridge and Railway Extension Co |  |           |              |               |              |               |               |                                |
| 52 South Eastern                            |  | 260 00    | 112,704 18   | 193,901 84    | 61,068 34    | 171,777 62    | 539,441 98    |                                |
| Montreal, Portland and Boston               |  |           |              |               |              |               |               |                                |
| Lake Champlain and St. Lawrence Junction    |  |           |              |               |              |               |               |                                |
| 53 Temiscouata                              |  | 81 00     | 15,763 59    | 14,701 72     | 1,346 36     | 18,061 28     | 49,872 95     |                                |
| 54 Thousand Islands                         |  | 4 08      | 2,301 28     | 4,520 20      | 458 97       | 5,069 84      | 12,350 29     |                                |
| 55 Western Counties                         |  | 67 00     | 34,585 69    | 15,406 97     | 4,645 38     | 14,030 02     | 68,678 06     |                                |
| 56 Windsor and Annapolis                    |  | 116 00    | 83,025 65    | 40,907 27     | 12,577 33    | 45,985 19     | 182,475 44    |                                |
| Windsor Branch                              |  |           |              |               |              |               |               |                                |
|   |  | 14,009 08 | 7,502,236 52 | 11,777,898 63 | 3,191,201 85 | 12,489,112 20 | 34,960,449 20 |                                |



## No. 8.—SUMMARY OF ACCIDENTS

| Number. | Name of Railway.                                  | Mileage.  | Passengers,<br>Employés, or<br>Others. | Fell from<br>Cars or<br>Engines. |          | Jumping<br>on or off<br>Trains or<br>Engines<br>when in<br>motion. |          |
|---------|---|-----------|--|----------------------------------|----------|--|----------|
|         |   |           |  | Killed.                          | Injured. | Killed.  | Injured. |
| 1       | Alberta Railway and Coal Co. ....                 | 174 12    |  |                                  |          |  |          |
| 2       | Bay of Quinté and Navigation Co. ....             | 3 50      |  |                                  |          |  |          |
| 3       | Brantford, Waterloo and Lake Erie ..              | 17 00     | Others. ....                           |                                  |          |  |          |
| 4       | Buctouche and Moncton. ....                       | 32 00     | Employés. ....                         |                                  |          |  |          |
| 5       | Canada Atlantic. ....                             | 138 00    | Others. ....                           |                                  |          |  |          |
| 6       | Canada Eastern. ....                              | 127 00    |  |                                  |          |  |          |
| 7       | Canada Southern. ....                             | 378 91    | { Employés. ....                       |                                  | 2        |  |          |
| 8       | Canadian Government Railways—                     |           | { Others. ....                         |                                  |          |  | 1        |
|         | Intercolonial. ....                               | 1,142 00  | { Passengers. ....                     |                                  | 4        |  | 6        |
|         |   |           | { Employés. ....                       | 5                                | 9        |  | 8        |
|         |   |           | { Others. ....                         |                                  |          | 3  | 2        |
|         | Prince Edward Island. ....                        | 210 60    | Employés. ....                         |                                  |          |  | 1        |
| 9       | Canadian Pacific. ....                            | 3,415 30  |  |                                  |          |  |          |
|         | Atlantic and North-West. ....                     | 336 10    |  |                                  |          |  |          |
|         | Manitoba South-Western Colonization ..            | 217 80    |  |                                  |          |  |          |
|         | North Shore. ....                                 | 206 10    |  |                                  |          |  |          |
|         | St. Lawrence and Ottawa. ....                     | 56 50     |  |                                  |          |  |          |
|         | Toronto, Grey and Bruce. ....                     | 188 70    |  |                                  |          |  |          |
|         | Ontario and Quebec. ....                          | 451 50    | { Passengers. ....                     | 1                                | 1        |  | 6        |
|         | Credit Valley. ....                               | 175 20    | { Employés. ....                       | 7                                | 23       | 1  | 11       |
|         | West Ontario Pacific. ....                        | 26 60     | { Others. ....                         |                                  | 1        |  | 2        |
|         | Guelph Junction. ....                             | 15 00     |  |                                  |          |  |          |
|         | New Brunswick. ....                               | 416 40    |  |                                  |          |  |          |
|         | Columbia and Kootenay. ....                       | 28 50     |  |                                  |          |  |          |
|         | Toronto Junction to Strachan Avenue. ....         | 3 20      |  |                                  |          |  |          |
| 10      | Caraguet. ....                                    | 68 00     |  |                                  |          |  |          |
| 11      | Carillon and Grenville. ....                      | 13 00     |  |                                  |          |  |          |
| 12      | Central Ontario. ....                             | 104 00    |  |                                  |          |  |          |
| 13      | Central of New Brunswick. ....                    | 74 66     |  |                                  |          |  |          |
| 14      | Cornwallis Valley. ....                           | 14 00     |  |                                  |          |  |          |
| 15      | Cumberland Railway and Coal Co. ....              | 46 00     |  |                                  |          |  |          |
| 16      | Drummond County. ....                             | 62 81     |  |                                  |          |  |          |
| 17      | Elgin, Petitoctiac and Havelock. ....             | 28 00     |  |                                  |          |  |          |
| 18      | Erie and Huron. ....                              | 75 75     | { Employés. ....                       |                                  |          |  |          |
| 19      | Esquimalt and Nanaimo. ....                       | 78 00     | { Others. ....                         |                                  |          |  |          |
| 20      | Fredericton and St. Mary's Railway and Bridge Co. | 1 33      | Employés. ....                         |                                  |          |  |          |
| 21      | Grand Trunk. ....                                 | 879 59    |  |                                  |          |  |          |
|         | Buffalo and Lake Huron. ....                      | 162 00    |  |                                  |          |  |          |
|         | Grand Trunk, Georgian Bay and Lake Erie.          | 172 75    |  |                                  |          |  |          |
|         | Montreal and Champlain Junction. ....             | 81 25     |  |                                  |          |  |          |
|         | Great Western. ....                               | 540 72    |  |                                  |          |  |          |
|         | London and Port Stanley. ....                     | 23 84     |  |                                  |          |  |          |
|         | Wellington, Grey and Bruce. ....                  | 168 09    |  |                                  |          |  |          |
|         | London, Huron and Bruce. ....                     | 68 89     |  |                                  |          |  |          |
|         | Brantford, Norfolk and Port Burwell. ....         | 34 73     |  |                                  |          |  |          |
|         | Midland. ....                                     | 173 97    |  |                                  |          |  |          |
|         | Toronto and Nipissing. ....                       | 111 50    | { Passengers. ....                     |                                  | 7        | 3  | 6        |
|         | Grand Junction. ....                              | 85 40     | { Employés. ....                       | 7                                | 25       |  | 11       |
|         | Whitby, Port Perry and Lindsay. ....              | 46 50     | { Others. ....                         | 1                                | 4        | 7  | 14       |
|         | Victoria. ....                                    | 53 25     |  |                                  |          |  |          |
|         | Northern. ....                                    | 205 37    |  |                                  |          |  |          |
|         | Northern and Pacific Junction. ....               | 111 37    |  |                                  |          |  |          |
|         | Hamilton and North-Western. ....                  | 173 90    |  |                                  |          |  |          |
|         | South Norfolk. ....                               | 17 00     |  |                                  |          |  |          |
|         | Cobourg, Blairton and Marmora. ....               | 18 00     |  |                                  |          |  |          |
|         | Madoc Junction to Bridgewater. ....               | 8 60      |  |                                  |          |  |          |
|         | Jacques Cartier Union. ....                       | 6 50      |  |                                  |          |  |          |
|         | Carried forward. ....                             | 11,468 80 |  | 21                               | 76       | 14   | 68       |



## No. 8.—SUMMARY OF ACCIDENTS

| Number. | Name of Railway.                                | Mileage.  | Passengers,<br>Employees, or<br>Others. | Fell from<br>Cars or<br>Engines. |          | Jumping<br>on or off<br>Trains or<br>Engines<br>when in<br>motion. |          |
|---------|---|-----------|---|----------------------------------|----------|--|----------|
|         |   |           |   | Killed.                          | Injured. | Killed.  | Injured. |
|         | Brought forward.....                            | 11,468 80 |   | 21                               | 76       | 14   | 68       |
| 22      | Great Eastern..... 13 00 }                      | 58 00     |   |                                  |          |  |          |
|         | Montreal and Sorel..... 45 00 }                 |           |   |                                  |          |  |          |
| 23      | Great Northern.....                             | 25 00     |   |                                  |          |  |          |
| 24      | Hereford.....                                   | 52 84     | Employés.                               |                                  |          |  |          |
| 25      | Joggins.....                                    | 13 00     |   |                                  |          |  |          |
| 26      | Kent Northern.....                              | 34 00     |   |                                  |          |  |          |
| 27      | Kingston and Pembroke.....                      | 112 75    |   |                                  |          |  |          |
| 28      | Kingston, Napanee and Western.....              | 56 45     | Employés.                               |                                  |          |  |          |
| 29      | L'Assomption.....                               | 3 00      |   |                                  |          |  |          |
| 30      | Lake Erie, Essex and Detroit River.....         | 42 00     |   |                                  |          |  |          |
| 31      | Lake Temiscamingue Colonization.....            | 15 50     |   |                                  |          |  |          |
| 32      | Manitoba and North-Western..... 234 50 }        | 249 97    | { Passengers                            |                                  |          | 1  |          |
|         | Saskatchewan and Western..... 15 47 }           |           | { Employés.                             |                                  | 1        |  |          |
| 33      | Massawippi Valley.....                          | 34 00     | Employés.                               |                                  |          |  | 1        |
| 34      | Montreal and Lake Maskinongé.....               | 13 00     | Others.                                 |                                  |          |  | 1        |
| 35      | Montreal and Ottawa.....                        | 16 50     |   |                                  |          |  |          |
| 36      | Montreal and Vermont Junction.....              | 23 60     | { Passengers                            |                                  |          |  | 1        |
|         |   |           | { Others.                               |                                  |          |  |          |
| 37      | New Brunswick and Prince Edward Island.....     | 36 00     |   |                                  |          |  |          |
| 38      | Northern Pacific and Manitoba.....              | 263 30    | { Employés.                             |                                  | 1        |  |          |
|         |   |           | { Others.                               |                                  |          |  |          |
| 39      | Nosbonsing and Nipissing.....                   | 5 50      |   |                                  |          |  |          |
| 40      | Nova Scotia Central.....                        | 74 00     |   |                                  |          |  |          |
| 41      | Pontiac and Renfrew.....                        | 4 25      |   |                                  |          |  |          |
| 42      | Pontiac Pacific Junction.....                   | 61 00     |   |                                  |          |  |          |
| 43      | Qu'Appelle, Long Lake and Saskatchewan.....     | 247 19    | Employés.                               |                                  |          |  |          |
| 44      | Quebec and Lake St. John.....                   | 204 00    | { Employés.                             | 3                                |          |  | 1        |
|         |   |           | { Others.                               |                                  |          |  |          |
| 45      | Quebec Central.....                             | 153 50    | Employés.                               |                                  |          |  |          |
| 46      | Quebec, Montmorenci and Charlevoix.....         | 21 00     | do                                      |                                  |          |  |          |
| 47      | Salisbury and Harvey.....                       | 53 25     |   |                                  |          |  |          |
| 48      | Shore Line.....                                 | 82 50     | Employé.                                | 1                                |          |  |          |
| 49      | Stanstead, Shefford and Chambly.....            | 43 00     | Others.                                 |                                  |          |  | 1        |
| 50      | St. Catharines and Niagara Central.....         | 12 35     |   |                                  |          |  |          |
| 51      | St. John Bridge and Railway Extension.....      | 1 75      |   |                                  |          |  |          |
| 52      | South Eastern—                                  |           |   |                                  |          |  |          |
|         | Montreal, Portland and Boston..... }            | 260 00    | Employés.                               |                                  | 2        |  | 1        |
|         | Lake Champlain and St. Lawrence Junction..... } |           | Others.                                 |                                  |          |  |          |
| 53      | Temiscouata.....                                | 81 00     |   |                                  |          |  |          |
| 54      | Thousand Islands.....                           | 4 08      |   |                                  |          |  |          |
| 55      | Western Counties.....                           | 67 00     | Passengers                              |                                  | 1        |  |          |
| 56      | Windsor and Annapolis..... 84 00 }              | 116 00    | Others.                                 | 1                                |          | 1  |          |
|         | Windsor Junction..... 32 00 }                   |           |   |                                  |          |  |          |
|         | Total.....                                      | 14,009 08 |   | 26                               | 81       | 16   | 74       |

for the Year ended 30th June, 1891—*Concluded.*

| At work on or near Track making up Trains. |          | Putting Arms or Heads out of Wind'ws |          | Coupling Cars. |          | Collisions, or by Trains thrown from Track. |          | Walking, standing, lying or being on Track. |          | Ex-plosions. |          | Striking Bridges. |          | Other Causes. |          | Totals. |          | Number. |
|--|----------|--------------------------------------|----------|----------------|----------|---|----------|---|----------|--------------|----------|-------------------|----------|---------------|----------|---------|----------|---------|
| Killed.                                    | Injured. | Killed.                              | Injured. | Killed.        | Injured. | Killed.                                     | Injured. | Killed.                                     | Injured. | Killed.      | Injured. | Killed.           | Injured. | Killed.       | Injured. | Killed. | Injured. |         |
| 1  | 13       | ....                                 | 2        | 7              | 304      | 19  | 116      | 107   | 103      | ....         | ....     | 2                 | 5        | 11            | 72       | 182     | 759      | 22      |
| ....                                       | ....     | ....                                 | ....     | ....           | ....     | ....  | ....     | ....  | ....     | ....         | ....     | ....              | ....     | ....          | ....     | ....    | ....     | 23      |
| ....                                       | ....     | ....                                 | 1        | ....           | ....     | ....  | ....     | ....  | ....     | ....         | ....     | ....              | ....     | ....          | ....     | ....    | 1        | 24      |
| ....                                       | ....     | ....                                 | ....     | ....           | ....     | ....  | ....     | ....  | ....     | ....         | ....     | ....              | ....     | ....          | ....     | ....    | ....     | 25      |
| ....                                       | ....     | ....                                 | ....     | ....           | ....     | ....  | ....     | ....  | ....     | ....         | ....     | ....              | ....     | ....          | ....     | ....    | ....     | 26      |
| ....                                       | ....     | ....                                 | ....     | ....           | 3        | ....  | ....     | ....  | ....     | ....         | ....     | ....              | ....     | ....          | ....     | ....    | 3        | 27      |
| ....                                       | ....     | ....                                 | ....     | ....           | ....     | ....  | ....     | ....  | ....     | ....         | ....     | ....              | ....     | ....          | ....     | ....    | ....     | 28      |
| ....                                       | ....     | ....                                 | ....     | ....           | ....     | ....  | ....     | ....  | ....     | ....         | ....     | ....              | ....     | ....          | ....     | ....    | ....     | 29      |
| ....                                       | ....     | ....                                 | ....     | ....           | ....     | ....  | ....     | ....  | ....     | ....         | ....     | ....              | ....     | ....          | ....     | ....    | ....     | 30      |
| ....                                       | ....     | ....                                 | ....     | ....           | ....     | ....  | ....     | ....  | ....     | ....         | ....     | ....              | ....     | ....          | ....     | ....    | ....     | 31      |
| ....                                       | ....     | ....                                 | ....     | ....           | 5        | ....  | 2        | ....  | ....     | ....         | ....     | ....              | ....     | 1             | 2        | 1       | 10       | 32      |
| ....                                       | ....     | ....                                 | ....     | ....           | ....     | ....  | 1        | ....  | ....     | ....         | ....     | ....              | ....     | ....          | ....     | ....    | 2        | 33      |
| ....                                       | ....     | ....                                 | ....     | ....           | ....     | ....  | ....     | ....  | ....     | ....         | ....     | ....              | ....     | ....          | ....     | ....    | 1        | 34      |
| ....                                       | ....     | ....                                 | ....     | ....           | ....     | ....  | ....     | ....  | ....     | ....         | ....     | ....              | ....     | ....          | ....     | ....    | ....     | 35      |
| ....                                       | ....     | ....                                 | ....     | ....           | ....     | ....  | ....     | ....  | 1        | ....         | ....     | ....              | ....     | ....          | ....     | ....    | 1        | 36      |
| ....                                       | ....     | ....                                 | ....     | ....           | ....     | ....  | ....     | ....  | ....     | ....         | ....     | ....              | ....     | ....          | ....     | ....    | ....     | 37      |
| ....                                       | 1        | ....                                 | ....     | ....           | 2        | ....  | ....     | ....  | 1        | ....         | ....     | ....              | ....     | ....          | 8        | ....    | 12       | 38      |
| ....                                       | ....     | ....                                 | ....     | ....           | ....     | ....  | ....     | ....  | ....     | ....         | ....     | ....              | ....     | ....          | 1        | ....    | 2        | 39      |
| ....                                       | ....     | ....                                 | ....     | ....           | ....     | ....  | ....     | ....  | ....     | ....         | ....     | ....              | ....     | ....          | ....     | ....    | ....     | 40      |
| ....                                       | ....     | ....                                 | ....     | ....           | ....     | ....  | ....     | ....  | ....     | ....         | ....     | ....              | ....     | ....          | ....     | ....    | ....     | 41      |
| ....                                       | ....     | ....                                 | ....     | ....           | ....     | ....  | ....     | ....  | ....     | ....         | ....     | ....              | ....     | ....          | ....     | ....    | ....     | 42      |
| ....                                       | ....     | ....                                 | ....     | ....           | 1        | ....  | ....     | ....  | ....     | ....         | ....     | ....              | ....     | ....          | ....     | ....    | 1        | 43      |
| ....                                       | ....     | ....                                 | ....     | ....           | ....     | ....  | ....     | ....  | 1        | ....         | ....     | ....              | ....     | 1             | ....     | 4       | 2        | 44      |
| ....                                       | ....     | ....                                 | ....     | ....           | ....     | ....  | ....     | ....  | 1        | ....         | ....     | ....              | ....     | ....          | ....     | 1       | 1        | 45      |
| ....                                       | ....     | ....                                 | ....     | ....           | ....     | ....  | ....     | ....  | ....     | ....         | ....     | ....              | ....     | ....          | ....     | ....    | ....     | 46      |
| ....                                       | ....     | ....                                 | ....     | ....           | 2        | ....  | ....     | ....  | ....     | ....         | ....     | ....              | ....     | ....          | ....     | ....    | 2        | 47      |
| ....                                       | ....     | ....                                 | ....     | ....           | ....     | ....  | ....     | ....  | ....     | ....         | ....     | ....              | ....     | ....          | ....     | 1       | ....     | 48      |
| ....                                       | ....     | ....                                 | ....     | ....           | ....     | ....  | ....     | ....  | ....     | ....         | ....     | ....              | ....     | ....          | ....     | ....    | 1        | 49      |
| ....                                       | ....     | ....                                 | ....     | ....           | ....     | ....  | ....     | ....  | ....     | ....         | ....     | ....              | ....     | ....          | ....     | ....    | ....     | 50      |
| ....                                       | ....     | ....                                 | ....     | ....           | ....     | ....  | ....     | ....  | ....     | ....         | ....     | ....              | ....     | ....          | ....     | ....    | ....     | 51      |
| ....                                       | ....     | ....                                 | ....     | ....           | ....     | ....  | ....     | ....  | ....     | ....         | ....     | ....              | ....     | ....          | ....     | ....    | ....     | 52      |
| ....                                       | ....     | ....                                 | ....     | ....           | 14       | ....  | ....     | ....  | 1        | ....         | ....     | ....              | ....     | ....          | ....     | 1       | 17       | 53      |
| ....                                       | ....     | ....                                 | ....     | ....           | ....     | ....  | ....     | ....  | ....     | ....         | ....     | ....              | ....     | ....          | ....     | ....    | ....     | 54      |
| ....                                       | ....     | ....                                 | ....     | ....           | ....     | ....  | ....     | ....  | ....     | ....         | ....     | ....              | ....     | ....          | ....     | ....    | ....     | 55      |
| ....                                       | ....     | ....                                 | ....     | ....           | ....     | ....  | ....     | ....  | 1        | ....         | ....     | ....              | ....     | ....          | ....     | 3       | 1        | 56      |
| 1  | 14       | ....                                 | 3        | 7              | 331      | 19  | 119      | 111   | 107      | ....         | ....     | 2                 | 5        | 14            | 84       | 196     | 818      |         |

No. 9.—LINES of Railway owned by Coal and Iron Mines for the Year ended 30th June, 1891.

| Name.                              | Length of Rail-way. | Gauge. | No. of Engines. | No. of Waggons. | Remarks.   |
|------------------------------------|---------------------|--------|-----------------|-----------------|--|
| NOVA SCOTIA.                       |                     |        |                 |                 |  |
| Intercolonial Coal Mining Co. .... | 8 00                | 4 8½   | 4               | 168             | Cars furnished by Intercolonial Ry.                            |
| Acadia Coal Co. ....               | 6 00                | 4 8½   | 2               |                 |  |
| Londonderry Iron Co. ....          | 9 27                | 4 8½   | 3               |                 |  |
| do do .....                        | 3 55                | 3 0    | 2               | 43              |  |
| Albion. ....                       | 3 00                | 4 8½   | 3               | 180             |  |
|                                    | 29 82               |        | 14              | 391             |  |
| CAPE BRETON.                       |                     |        |                 |                 |  |
| Old Bridgeport. ....               | 50                  | 4 8½   |                 |                 | Rolling stock furnished by Inter-national Coal and Railway Co. |
| General Mining Association—        |                     |        |                 |                 |  |
| Sydney .....                       | 4 80                | 4 8½   | 3               | 220             |  |
| Victoria .....                     | 5 00                | 4 8½   | 2               | 125             |  |
| Sydney and Louisburg. ....         | 43 00               | 3 0    | 3               | 224             |  |
| Gowrie .....                       | 2 25                | 3 6    | 2               | 148             |  |
| International. ....                | 12 00               | 4 8½   | 5               | 233             |  |
| Caledonia. ....                    | 2 25                | 4 8½   | 2               | 120             |  |
|                                    | 69 80               |        | 17              | 1,070           |  |

No. 10.—STATEMENT of Aid granted to Railways—Constructed and under Construction—by Governments,—for the Year ended 30th June, 1891.

| Name of Railway.  | Loan.         | Total.  | Bonus.         | Total.  | Subscription to Shares or Bond. | Total.  |
|---|---------------|---------|----------------|---------|---------------------------------|---------|
|   | \$ cts.       | \$ cts. | \$ cts.        | \$ cts. | \$ cts.                         | \$ cts. |
| <b>DOMINION GOVERNMENT.</b>                             |               |         |                |         |                                 |         |
| Albert (now Salisbury and Harvey).....                  | 15,000 00     |         | 14,665 45      |         |                                 |         |
| Albert Southern .....                                   |               |         | 51,200 00      |         |                                 |         |
| Basie des Chaleurs .....                                |               |         | 620,000 00     |         |                                 |         |
| Belleville and North Hastings .....                     |               |         | 22,400 00      |         |                                 |         |
| Beauharnois Junction .....                              |               |         | 98,000 00      |         |                                 |         |
| Brantford, Waterloo and Lake Erie .....                 |               |         | 57,600 00      |         |                                 |         |
| Brockville, Westport and Saint Ste. Marie .....         |               |         | 192,000 00     |         |                                 |         |
| Buctouche and Moncton .....                             |               |         | 102,400 00     |         |                                 |         |
| Canada Atlantic .....                                   |               |         | 314,400 00     |         |                                 |         |
| Canada Central .....                                    |               |         | 1,525 250 00   |         |                                 |         |
| Canadian Pacific .....                                  |               |         | 55,188,461 40  |         |                                 |         |
| Cape Breton .....                                       |               |         | 3,541,194 23   |         |                                 |         |
| Caraquet .....  |               |         | 224,000 00     |         |                                 |         |
| Central of New Brunswick .....                          |               |         | 228,012 54     |         |                                 |         |
| Chatham Branch .....                                    |               |         | 24,439 84      |         |                                 |         |
| Columbia and Kootenay .....                             |               |         | 112,000 00     |         |                                 |         |
| Cornwallis Valley .....                                 |               |         | 44,800 00      |         |                                 |         |
| Cumberland Railway and Coal Company .....               |               |         | 44,800 00      |         |                                 |         |
| Drummond County .....                                   |               |         | 187,200 00     |         |                                 |         |
| Dominion Lime Company .....                             |               |         | 22,400 00      |         |                                 |         |
| Eastern Extension .....                                 |               |         | 1,321,986 80   |         |                                 |         |
| Elgin, Petitoctiac and Havelock .....                   |               |         | 82,652 82      |         |                                 |         |
| Erie and Huron .....                                    |               |         | 96,000 00      |         |                                 |         |
| Esquimaux and Nanaimo .....                             |               |         | 750,000 00     |         |                                 |         |
| Fredericton and St. Mary's Railway Bridge Company ..... | 300,000 00    |         | 30,000 00      |         |                                 |         |
| Grand Trunk .....                                       | 15,142,633 33 |         |                |         |                                 |         |
| do Georgian Bay and Lake Erie .....                     |               |         | 48,000 00      |         |                                 |         |
| Great Eastern .....                                     |               |         | 223,500 00     |         |                                 |         |
| Great Northern .....                                    |               |         | 112,000 00     |         |                                 |         |
| Guelph Junction .....                                   |               |         | 51,200 00      |         |                                 |         |
| Harvey Branch .....                                     |               |         | 9,600 00       |         |                                 |         |
| Hereford .....  |               |         | 156,800 00     |         |                                 |         |
| Intercolonial .....                                     |               |         | 48,767,865 46  |         |                                 |         |
| International .....                                     |               |         | 186,800 00     |         |                                 |         |
| Irondale, Bancroft and Ottawa .....                     |               |         | 160,000 00     |         |                                 |         |
| Jacques Cartier Union .....                             |               |         | 20,000 00      |         |                                 |         |
| Carried forward .....                                   | 15,457,633 33 |         | 114,608,628 63 |         |                                 |         |

No. 10.—STATEMENT of Aid Granted to Railways by Government—Continued.

| Name of Railway.  | Loan.         | Total.  | Bonus.         | Total.  | Subscription to Shares or Bonds. | Total.     |
|---|---------------|---------|----------------|---------|----------------------------------|------------|
|   | \$ cts.       | \$ cts. | \$ cts.        | \$ cts. | \$ cts.                          | \$ cts.    |
| Brought forward.  | 15,457,633 33 |         | 114,603,628 63 |         |                                  |            |
| Joggins.....  |               |         | 42,400 00      |         |                                  |            |
| Kent Northern.....  |               |         | 58,334 87      |         |                                  |            |
| Kingston and Pembroke.....  |               |         | 48,000 00      |         |                                  |            |
| L'Assomption.....   |               |         | 11,200 00      |         |                                  |            |
| Lake Erie, Essex and Detroit.....                                     |               |         | 118,400 00     |         |                                  |            |
| Lake Temiscamingue Colonization.....                                  |               |         | 177,200 00     |         |                                  |            |
| Leamington and St. Clair.....   |               |         | 51,200 00      |         |                                  |            |
| Lower Laurentian.....   |               |         | 217,600 00     |         |                                  |            |
| Massawippi Valley.....  |               |         | 80,000 00      |         |                                  |            |
| Montreal and Lake Maskinongé.....                                     |               |         | 42,200 00      |         |                                  |            |
| Montreal and Champlain Junction.....                                  |               |         | 103,600 00     |         |                                  |            |
| Montreal and Ottawa.....  |               |         | 96,000 00      |         |                                  |            |
| Montreal and Sorel.....   |               |         | 112,000 00     |         |                                  |            |
| Montreal and Western.....   |               |         | 361,270 00     |         |                                  |            |
| Napanea, Tanworth and Quebec (now Kingston, Napanea and Western)..... |               |         | 204,400 00     |         |                                  |            |
| New Brunswick and Prince Edward Island.....                           |               |         | 118,400 00     |         |                                  |            |
| Northern and Western of New Brunswick (now Canada Eastern).....       |               |         | 320,000 00     |         |                                  |            |
| Northern and Pacific Junction.....                                    |               |         | 1,320,000 00   |         |                                  |            |
| Nova Scotia Central.....  |               |         | 256,000 00     |         |                                  |            |
| *Ontario and Quebec.....  |               |         |                |         |                                  |            |
| Orford Mountain.....  |               |         | 93,200 00      |         |                                  |            |
| Ottawa and Gatineau Valley.....                                       |               |         | 320,000 00     |         |                                  |            |
| Parry Sound Colonization.....   |               |         | 128,000 00     |         |                                  |            |
| Pontiac Pacific Junction.....   |               |         | 337,100 00     |         |                                  |            |
| Pontiac and Renfrew.....  |               |         | 19,200 00      |         |                                  |            |
| Port Arthur, Duluth and Western.....                                  |               |         | 271,200 00     |         |                                  |            |
| Prince Edward Island.....   |               |         | 3,741,780 89   |         |                                  |            |
| Quebec and Lake St. John.....   |               |         | 1,003,495 00   |         |                                  |            |
| Quebec Central.....   |               |         | 948,342 00     |         |                                  |            |
| Quebec, Montmorenci and Charlevoix.....                               |               |         | 96,000 00      |         |                                  |            |
| Quebec, Montreal, Ottawa and Occidental, Quebec to Montreal.....      |               |         | +954,000 00    |         |                                  |            |
| do do Montreal to Ottawa.....   |               |         | +1,440,000 00  |         |                                  |            |
| St. Catharines and Niagara Central.....                               |               |         | 147,200 00     |         |                                  |            |
| St. Louis, Richibucto and Buckfouche.....                             |               |         | 22,400 00      |         |                                  |            |
| St. John Bridge and Railway Extension.....                            |               |         |                |         |                                  |            |
| St. John Valley and Rivière du Loup.....                              | 433,900 00    |         |                |         |                                  | 140,800 00 |

|                                      |               |               |                |                |  |
|--------------------------------------|---------------|---------------|----------------|----------------|--|
| St. Clair Tunnel Company.....        |               |               | 375,000 00     |                |  |
| Shuswap and Okanagan.....            |               |               | 163,200 00     |                |  |
| South Norfolk.....                   |               |               | 54,400 00      |                |  |
| Stewiacke Valley and Lansdowne.....  |               |               | 80,000 00      |                |  |
| Temiscouata.....                     |               |               | 649,200 00     |                |  |
| Thousand Islands.....                |               |               | 54,400 00      |                |  |
| Tobique Valley.....                  |               |               | 124,800 00     |                |  |
| Toronto, Grey and Bruce.....         |               |               | 18,656 00      |                |  |
| Waterloo Junction.....               |               |               | 35,200 00      |                |  |
| West Ontario Pacific.....            |               |               | 256,000 00     |                |  |
| Western Counties.....                |               |               | 588,659 38     |                |  |
| Windsor and Annapolis.....           |               | 15,891,533 33 | 1,089,674 00   | 130,898,740 77 |  |
| ONTARIO GOVERNMENT.                  |               |               |                |                |  |
| Canada Atlantic.....                 |               |               | 270,000 00     |                |  |
| Canada Central.....                  |               |               | 1,479,000 00   |                |  |
| Canada Southern.....                 |               |               | 147,858 65     |                |  |
| Central Ontario.....                 |               |               | 126,500 00     |                |  |
| Cobourg, Blairton and Marmora.....   |               | 26,000 00     | 18,740 00      |                |  |
| Credit Valley.....                   |               |               | 531,000 00     |                |  |
| Erie and Huron.....                  |               |               | 83,000 00      |                |  |
| Grand Junction.....                  |               |               | 182,500 00     |                |  |
| Georgian Bay and Lake Erie.....      |               |               | 336,000 00     |                |  |
| Hamilton and North-Western.....      |               |               | 565,020 00     |                |  |
| Kingston and Pembroke.....           |               |               | 456,493 00     |                |  |
| London, Huron and Bruce.....         |               |               | 178,630 00     |                |  |
| Midland.....                         |               |               | 168,350 20     |                |  |
| Northern.....                        |               |               | 196,188 00     |                |  |
| Port Arthur, Duluth and Western..... |               |               | 240,000 00     |                |  |
| Toronto and Nipissing.....           |               |               | 105,212 00     |                |  |
| Lake Simcoe Junction.....            |               |               | 53,000 00      |                |  |
| Toronto, Grey and Bruce.....         |               |               | 375,282 00     |                |  |
| Victoria.....                        |               |               | 312,000 00     |                |  |
| Wellington, Grey and Bruce.....      |               |               | 241,276 00     |                |  |
| Whitby, Port Perry and Lindsay.....  |               | 26,000 00     | 94,957 59      | 6,161,007 44   |  |
| QUEBEC GOVERNMENT.                   |               |               |                |                |  |
| Baie des Chaleurs.....               |               |               | 700,000 00     |                |  |
| Canada Atlantic.....                 |               |               | 200,000 00     |                |  |
| Great Eastern.....                   |               |               | 196,000 00     |                |  |
| Drummond County.....                 |               |               | 549,000 00     |                |  |
| Hereford.....                        |               |               | 62,500 00      |                |  |
| International.....                   |               |               | 391,122 02     |                |  |
| Carried forward.....                 | 15,917,533 33 | 2,058,622 02  | 137,060,748 21 |                |  |

\* With West Ontario Pacific. + Dominion Government pays to Quebec Government 5 per cent per annum on these two amounts.



No. 10.—STATEMENT of Aid granted to Railways by Government—Concluded.

| Name of Railway.                                     | Loan.        | Total.        | Bonus.       | Total.         | Subscrip-<br>tion to Shares<br>or Bonds. | Total.  |
|--|--------------|---------------|--------------|----------------|--|---------|
|  | \$ cts.      | \$ cts.       | \$ cts.      | \$ cts.        | \$ cts.                                  | \$ cts. |
| Brought forward.....                                 |              | 15,917,533 33 | 2,058,622 02 | 137,060,748 21 |  |         |
| QUEBEC GOVERNMENT—Concluded.                         |              |               |              |                |  |         |
| Lake Champlain and St. Lawrence Junction.....        |              |               | 380,000 00   |                |  |         |
| Lake Temiscamingue Colonization Railway Company..... |              |               | 250,000 00   |                |  |         |
| L'Assomption.....                                    |              |               | 7,350 00     |                |  |         |
| Lévis and Kennebec.....                              |              |               | 168,000 00   |                |  |         |
| Lower Laurentian.....                                |              |               | 228,000 00   |                |  |         |
| Missisquoi Valley.....                               |              |               | 323,073 00   |                |  |         |
| Montreal and Champlain Junction.....                 |              |               | 96,000 00    |                |  |         |
| Montreal and Ottawa.....                             |              |               | 232,000 00   |                |  |         |
| Montreal, Portland and Boston.....                   |              |               | 350,000 00   |                |  |         |
| Montreal and Western.....                            |              |               | 87,250 00    |                |  |         |
| Montreal and Lake Maskinongé.....                    |              |               | 124,000 00   |                |  |         |
| Orford Mountain.....                                 |              |               | 320,000 00   |                |  |         |
| Ottawa and Gatineau Valley.....                      |              |               | 600,000 00   |                |  |         |
| Pontiac Pacific Junction.....                        |              |               | 2,433,000 00 |                |  |         |
| Quebec and Lake St. John.....                        |              |               | 1,041,250 00 |                |  |         |
| Quebec Central.....                                  | 3,722,956 00 |               | 727,000 00   |                |  |         |
| Quebec, Montreal, Ottawa and Occidental.....         |              |               | 192,000 00   |                |  |         |
| Quebec, Montmorenci and Charlevoix.....              |              |               | 497,007 10   |                |  |         |
| South-Eastern.....                                   |              |               | 462,000 00   |                |  |         |
| Temiscouata.....                                     |              |               | 92,000 00    |                |  |         |
| Waterloo and Magog (now Atlantic and N.W.—C.P.R.).   |              | 3,722,956 00  |              | 10,674,552 12  |  |         |
| NEW BRUNSWICK GOVERNMENT.                            |              |               |              |                |  |         |
| Albert (now Salisbury and Harvey).....               |              |               | 455,000 00   |                |  |         |
| Albert Southern.....                                 |              |               | 52,500 00    |                |  |         |
| Buctouche and Moncton.....                           |              |               | 96,000 00    |                |  |         |
| Caracquet.....                                       |              |               | 180,000 00   |                |  |         |
| Central of New Brunswick.....                        |              |               | 132,000 00   |                |  |         |
| Chatham Branch (now part of Canada Eastern).....     |              |               | 32,000 00    |                |  |         |
| Fredericton.....                                     |              |               | 230,000 00   |                |  |         |
| Grand Southern (now Shore Line).....                 |              |               | 425,000 00   |                |  |         |
| Harvey Branch (now Salisbury and Harvey).....        |              |               | 9,000 00     |                |  |         |
| Kent Northern.....                                   |              |               | 135,000 00   |                |  |         |

|   |            |  |              |            |              |                |            |
|---|------------|--|--------------|------------|--------------|----------------|------------|
| New Brunswick.....  |            |  |              | 76,000 00  |              |                |            |
| New Brunswick and Canada  |            |  |              | 575,000 00 |              |                |            |
| New Brunswick and Prince Edward Island                            |            |  |              | 106,000 00 |              |                |            |
| Northern and Western (now Canada Eastern).                        |            |  |              | 321,500 00 |              |                |            |
| Petitcodiac and Elgin (Elgin, Petitcodiac and Havelock).          |            |  |              | 107,500 00 |              |                |            |
| St. Martin's and Upham.....                                       |            |  |              | 145,665 00 |              |                |            |
| St. John Bridge and Railway Extension.                            |            |  |              | 5,181 81   |              |                |            |
| St. John and Maine  |            |  |              | 380,000 00 |              |                |            |
| St. John Valley and Rivière du Loup.....                          |            |  |              | 195,000 00 |              |                |            |
| St. Louis, Richibucto.  |            |  |              | 21,000 00  |              |                |            |
| Temiscouata.  |            |  |              | 36,000 00  |              |                |            |
| Tobique Valley  |            |  |              | 70,000 00  |              |                |            |
|   |            |  |              |            | 4,287,346 81 |                | 300,000 00 |
| NOVA SCOTIA GOVERNMENT.   |            |  |              |            |              |                |            |
| Cornwallis Valley   |            |  |              | 44,800 00  |              |                |            |
| Halifax and Cape Breton Railway and Coal Co. (Eastern Extension). |            |  |              | 643,545 00 |              |                |            |
| Joggins   |            |  |              | 38,400 00  |              |                |            |
| Nova Scotia Central   |            |  |              | 411,119 94 |              |                |            |
| Springhill and Parraboro' (Cumberland Railway and Coal Co.).      |            |  |              | 189,030 93 |              |                |            |
| Stewacke Valley and Lansdowne.                                    |            |  |              | 80,000 00  |              |                |            |
| Western Counties  | 50,000 00  |  | 50,000 00    | 679,100 00 |              | 2,085,995 87   |            |
| MANITOBA GOVERNMENT.  |            |  |              |            |              |                |            |
| Manitoba and North-Western  |            |  |              |            |              |                |            |
| Manitoba South-Western Colonization                               | 739,000 00 |  |              |            |              |                |            |
| Northern Pacific and Manitoba.                                    | 900,000 00 |  |              |            |              |                |            |
| Saskatchewan and Western.   | 50,000 00  |  |              |            |              | 533,300 00     |            |
| Winnipeg and Hudson Bay.  | 256,000 00 |  | 1,945,000 00 |            |              |                |            |
| BRITISH COLUMBIA GOVERNMENT.                                      |            |  |              |            |              |                |            |
| Canadian Pacific.   |            |  |              |            |              |                |            |
|   |            |  |              | 37,500 00  |              | 37,500 00      |            |
| Total aid from Government.  |            |  |              |            |              | 154,679,443 01 | 300,000 00 |

+ Included in Quebec Central.    ‡ Granted to late European and North American Railway.

No. 10.—STATEMENT of Aid granted to Railways by Municipalities, 30th June, 1891.

| Municipalities.                   | Name of Railway.                           | Loan.<br>\$ cts. | Total.<br>\$ cts. | Bonus.<br>\$ cts. | Total.<br>\$ cts. | Subscrip-<br>tions to Shares<br>or Bonds.<br>\$ cts. | Total.<br>\$ cts. |
|-----------------------------------|--|------------------|-------------------|-------------------|-------------------|--|-------------------|
| ONTARIO.                          |  |                  |                   |                   |                   |  |                   |
| Deseronto .....                   | Bay of Quinté and Navigation Company.      |                  |                   |                   |                   |  |                   |
| City of Brantford .....           | Brantford, Waterloo & Lake Erie.           |                  |                   | 25,000 00         | 5,000 00          |  | 25,000 00         |
| Township of Oakland .....         | do do                                      |                  |                   | 9,000 00          |                   |  |                   |
| Village of Watford .....          | do do                                      |                  |                   | 5,000 00          |                   |  |                   |
| Town of Brockville .....          | Brockville, Westport and Sault Ste. Marie. |                  |                   |                   | 39,000 00         |  |                   |
| Elizabethtown .....               | do do                                      |                  |                   | 36,000 00         |                   |  |                   |
| Rear of Yonge and Escott .....    | do do                                      |                  |                   | 7,000 00          |                   |  |                   |
| Rear of Leeds and Lansdowne ..... | do do                                      |                  |                   | 15,000 00         |                   |  |                   |
| Bastard and Burgess .....         | do do                                      |                  |                   | 5,000 00          |                   |  |                   |
| South Crosby .....                | do do                                      |                  |                   | 28,000 00         |                   |  |                   |
| Village of Newboro' .....         | do do                                      |                  |                   | 6,000 00          |                   |  |                   |
| North Crosby .....                | do do                                      |                  |                   | 4,000 00          |                   |  |                   |
| Various Municipalities .....      | Buffalo and Lake Huron                     |                  |                   | 15,000 00         | 116,000 00        |  |                   |
| Renfrew .....                     | Canada Central.                            |                  |                   | 966,000 00        | 966,000 00        |  |                   |
| Horton .....                      | do do                                      |                  |                   |                   |                   | 30,000 00  |                   |
| Admaston .....                    | do do                                      |                  |                   |                   |                   | 7,500 00   |                   |
| County of Elgin .....             | Canada Southern                            |                  |                   |                   |                   | 5,000 00   |                   |
| Township of Townsend .....        | do do                                      |                  |                   | 200,000 00        |                   |  |                   |
| do Durham .....                   | do do                                      |                  |                   | 30,000 00         |                   |  |                   |
| do Anderton .....                 | do do                                      |                  |                   | 15,000 00         |                   |  |                   |
| Town of St. Thomas .....          | do do                                      |                  |                   | 15,000 00         |                   |  |                   |
| Township of Malden .....          | do do                                      |                  |                   | 25,000 00         |                   |  |                   |
| Town of Amherstburg .....         | do do                                      |                  |                   | 15,000 00         |                   |  |                   |
| South Norwich .....               | do do                                      |                  |                   | 15,000 00         |                   |  |                   |
|                                   |  |                  |                   | 7,500 00          |                   |  |                   |
| Sault Ste. Marie .....            | Canadian Pacific.                          |                  |                   |                   | 322,500 00        |  |                   |
| Northumberland and Durham .....   | Cobourg, Blairton and Marmora.             |                  |                   |                   | 20,000 00         |  |                   |
| Trenton Village .....             | Central Ontario.                           |                  |                   | 113,500 00        |                   |  |                   |
| Wellington Village .....          | do do                                      |                  |                   | 10,000 00         |                   |  |                   |
| Town of Pecon .....               | do do                                      |                  |                   | 2,500 00          |                   |  |                   |
| County of Prince Edward .....     | do do                                      |                  |                   | 21,000 00         |                   |  |                   |
|                                   |  |                  |                   | 60,000 00         |                   |  |                   |
|                                   |  |                  |                   |                   | 98,500 00         |  |                   |
|                                   |  |                  |                   |                   |                   |  | 42,500 00         |

|                           |                            |              |              |           |  |
|---------------------------|----------------------------|--------------|--------------|-----------|--|
| do Oxford                 | Credit Valley              | 200,000 00   |              |           |  |
| do Wellington             | do                         | 135,000 00   |              |           |  |
| do Waterloo               | do                         | 110,000 00   |              |           |  |
| do Peel                   | do                         | 75,000 00    |              |           |  |
| do Halton                 | do                         | 70,000 00    |              |           |  |
| City of Toronto           | do                         | 350,000 00   |              |           |  |
| do St. Thomas             | do                         | 50,000 00    |              |           |  |
| Town of Milton            | do                         | 30,000 00    |              |           |  |
| do Brampton               | do                         | 20,000 00    |              |           |  |
| do Ingersoll              | do                         | 10,000 00    |              |           |  |
| do Orangeville            | do                         | 15,000 00    |              |           |  |
| Village of Streetsville   | do                         | 20,000 00    |              |           |  |
| County of Kent            | Erie and Huron             | 1,085,000 00 |              |           |  |
| Town of Chatham           | do                         | 155,000 00   |              |           |  |
| do Dresden                | do                         | 30,000 00    |              |           |  |
| do Blenheim               | do                         | 20,500 00    |              |           |  |
| Village of Wallaceburg    | do                         | 11,000 00    |              |           |  |
| Township of Sombra        | do                         | 11,000 00    |              |           |  |
| do Sarnia                 | do                         | 14,000 00    |              |           |  |
|                           |                            | 16,000 00    |              |           |  |
| do Woodhouse              | Georgian Bay and Lake Erie | 15,000 00    |              |           |  |
| Town of Simcoe            | do                         | 10,000 00    |              |           |  |
| Township of South Norwich | do                         | 10,000 00    |              |           |  |
| do North                  | do                         | 40,000 00    |              |           |  |
| do Woodstock              | do                         | 25,000 00    |              |           |  |
| Township of East Oxford   | do                         | 25,000 00    |              |           |  |
| do Woodstock              | do                         | 60,000 00    |              |           |  |
| Town of Woodstock         | do                         | 120,000 00   |              |           |  |
| do Stratford              | do                         | 40,000 00    |              |           |  |
| County of Perth           | do                         | 10,000 00    |              |           |  |
| Township of Mornington    | do                         | 15,000 00    |              |           |  |
| do Elma                   | do                         | 10,000 00    |              |           |  |
| Town of Listowel          | do                         | 15,000 00    |              |           |  |
| Township of Wallace       | do                         | 10,000 00    |              |           |  |
| Town of Palmerston        | do                         | 30,000 00    |              |           |  |
| Township of Minto         | do                         | 25,000 00    |              |           |  |
| Town of Harrison          | do                         | 20,000 00    |              |           |  |
| Township of Normanby      | do                         | 80,000 00    |              |           |  |
| do Bentwick               | do                         | 65,000 00    |              |           |  |
| do Braut                  | do                         | 20,000 00    |              |           |  |
| do Elderslie              | do                         | 45,000 00    |              |           |  |
| do Arran                  | do                         | 45,000 00    |              |           |  |
| do Amabel                 | do                         | 43,000 00    |              |           |  |
| do Kippel                 | do                         | 32,000 00    |              |           |  |
| do Albemarle              | do                         | 10,000 00    |              |           |  |
| Town of Mount Forest      | do                         | 22,000 00    |              |           |  |
| Township of Egremont      | do                         | 60,000 00    |              |           |  |
| Carried forward           |                            | 877,000 00   | 3,018,000 00 | 67,500 00 |  |

No. 10.—STATEMENT of Aid granted to Railways by Municipalities—Continued.

| Municipalities.              | Name of Railway.                      | Loan.      | Total.     | Bonus.     | Total.       | Subscriptions to Share or Bonds. | Total.     |
|------------------------------|---------------------------------------|------------|------------|------------|--------------|----------------------------------|------------|
|                              |                                       | \$ cts.    | \$ cts.    | \$ cts.    | \$ cts.      | \$ cts.                          | \$ cts.    |
| <b>ONTARIO—Continued.</b>    |                                       |            |            |            |              |                                  |            |
| Township of Glenelg.....     | Brought forward.....                  |            |            | 877,000 00 | 3,018,000 00 |                                  | 67,500 00  |
| Town of Durham.....          | Georgian Bay and Lake Erie do.....    |            |            | 20,000 00  |              |                                  |            |
|                              | do.....                               |            |            | 32,000 00  |              |                                  |            |
| City of Belleville.....      | Grand Junction.....                   |            |            | 150,000 00 | 929,000 00   |                                  |            |
| Village of Stirling.....     | do.....                               |            |            | 5,000 00   |              |                                  |            |
| Township of Rawdon.....      | do.....                               |            |            | 15,000 00  |              |                                  |            |
| do Seymour.....              | do.....                               |            |            | 35,000 00  |              |                                  |            |
| do Percy.....                | do.....                               |            |            | 8,000 00   |              | 50,000 00                        | 50,000 00  |
| do Asphodel.....             | do.....                               |            |            |            |              |                                  |            |
| City of Guelph.....          | Guelph Junction.....                  | 155,000 00 | 155,000 00 |            | 213,000 00   |                                  | 20,000 00  |
| County of Frontenac.....     | Kingston and Pembroke.....            |            |            | 170,000 00 |              |                                  |            |
| City of Kingston.....        | do.....                               |            |            | 318,000 00 |              |                                  |            |
| Village of Renfrew.....      | do.....                               |            |            | 3,000 00   | 491,000 00   |                                  |            |
| City of Hamilton.....        | Hamilton and North-Western.....       |            |            | 99,738 00  |              |                                  |            |
| County of Halton.....        | do.....                               |            |            | 75,791 00  |              |                                  |            |
| Village of Georgetown.....   | do.....                               |            |            | 11,289 00  |              |                                  |            |
| County of Peel.....          | do.....                               |            |            | 30,974 00  |              |                                  |            |
| do Simcoe.....               | do.....                               |            |            | 354,007 00 |              |                                  |            |
| Town of Collingwood.....     | do.....                               |            |            | 12,084 00  |              |                                  |            |
| Township of Innisfil.....    | do.....                               |            |            | 22,552 00  |              |                                  |            |
| do Woodhouse.....            | do.....                               |            |            | 20,740 00  |              |                                  |            |
| do Adjala.....               | do.....                               |            |            | 2,500 00   |              |                                  |            |
| do Essa.....                 | do.....                               |            |            | 2,500 00   |              |                                  |            |
| do Tesoroonto.....           | do.....                               |            |            | 10,000 00  |              |                                  |            |
| do Mulmur.....               | do.....                               |            |            | 5,000 00   |              |                                  |            |
| Village of Alliston.....     | do.....                               |            |            | 8,000 00   |              |                                  |            |
| City of Hamilton.....        | do.....                               |            |            |            |              | 100,000 00                       | 100,000 00 |
| Township of Nottawasaga..... | do.....                               |            |            | 20,386 00  |              |                                  |            |
| do South Colchester.....     | Lake Erie, Essex & Detroit River..... |            |            | 20,000 00  | 675,596 00   |                                  |            |
| do Garfield.....             | do.....                               |            |            | 15,000 00  |              |                                  |            |
| Village of Kingsville.....   | do.....                               |            |            | 10,000 00  | 45,000 00    |                                  |            |

|   |                               |            |  |            |              |            |
|---|-------------------------------|------------|--|------------|--------------|------------|
| Township of East Gwillimbury                        | Lake Simcoe Junction          |            |  | 45,070 00  |              |            |
| do North do   | do do                         |            |  | 20,000 00  |              |            |
| do Georgina do                                      | do do                         |            |  | 20,000 00  |              |            |
| do Whitechurch                                      | do do                         |            |  | 15,000 00  | 100,000 00   |            |
| Village of Leamington                               | Leamington and St. Clair      |            |  | 12,000 00  |              |            |
| Township of Morven                                  | do do                         |            |  | 15,000 00  |              |            |
| Village of Comber                                   | do do                         |            |  | 6,000 00   |              |            |
| Township of London                                  | London, Huron and Bruce       |            |  | 15,000 00  | 33,000 00    |            |
| do Stephen do                                       | do do                         |            |  | 17,500 00  |              |            |
| do Osborne do                                       | do do                         |            |  | 25,000 00  |              |            |
| do Hay do   | do do                         |            |  | 15,000 00  |              |            |
| do Goderich do                                      | do do                         |            |  | 15,000 00  |              |            |
| do E. Wawanosh do                                   | do do                         |            |  | 25,000 00  |              |            |
| do Hallet do  | do do                         |            |  | 25,000 00  |              |            |
| do Tuckersmith do                                   | do do                         |            |  | 10,000 00  |              |            |
| do Turnberry do                                     | do do                         |            |  | 5,000 00   |              |            |
| do Morris do  | do do                         |            |  | 10,000 00  |              |            |
| do Stanley do                                       | do do                         |            |  | 10,000 00  |              |            |
| Village of Clinton                                  | do do                         |            |  | 20,000 00  |              |            |
| do Exeter do  | do do                         |            |  | 10,000 00  |              |            |
| do Kincardine and Wigan                             | do do                         |            |  | 9,000 00   |              |            |
| City of London                                      | do do                         |            |  | 100,000 00 | 311,500 00   |            |
| <b>57</b> Township of Thorah                        | Midland                       |            |  | 50,000 00  |              |            |
| Town of Port Hope                                   | do                            |            |  | 30,000 00  |              |            |
| Township of Orillia and Matchedash                  | do                            |            |  | 12,500 00  |              |            |
| Town of Orillia                                     | do                            |            |  | 12,500 00  |              |            |
| Township of Tay                                     | do                            |            |  | 21,370 85  |              |            |
| Village of Omeenee                                  | do                            |            |  | 2,000 00   |              |            |
| Township of Mara                                    | do                            |            |  | 12,500 00  |              |            |
| Town of Peterborough                                | do                            |            |  | 4,000 00   | 144,870 85   |            |
| do Napanee  | *Napanee, Tamworth and Quebec |            |  | 30,000 00  |              |            |
| Village of Newburgh                                 | do do                         |            |  | 7,500 00   |              |            |
| Township of Camden                                  | do do                         |            |  | 30,000 00  |              |            |
| do Sheffield  | do do                         |            |  | 15,000 00  |              |            |
| City of Kingston                                    | do do                         |            |  | 75,000 00  | 157,500 00   |            |
| do Toronto  | Northern                      |            |  | 100,000 00 |              |            |
| County of Simcoe                                    | do                            |            |  | 30,000 00  |              |            |
| Town of Barrie                                      | do                            |            |  | 12,500 00  |              |            |
| do Orillia  | do                            |            |  |            |              |            |
| Townships of Collingwood, Euphrasia and St. Vincent | do                            |            |  | 99,480 00  | 241,980 00   |            |
|   |                               |            |  |            |              | 390,000 00 |
|   |                               |            |  |            |              | 627,500 00 |
|   | Carried forward               | 155,000 00 |  |            | 6,360,446 85 |            |

\* Now Kingston, Napanee and Western.

No. 10.—STATEMENT of Aid granted to Railways by Municipalities—Continued.

| Municipalities.                      | Name of Railway.                   | Loan.      | Total.     | Bonus.     | Total.       | Subscrip-<br>tions to Shares<br>or Bonds. | Total.     |
|--------------------------------------|------------------------------------|------------|------------|------------|--------------|---|------------|
|                                      |                                    | \$ cts.    | \$ cts.    | \$ cts.    | \$ cts.      | \$ cts.                                   | \$ cts.    |
| ONTARIO—Continued.                   | Brought forward.....               |            | 155,000 00 | 35,000 00  | 6,360,446 85 | .....                                     | 627,500 00 |
| Town of Smith's Falls.....           | Ontario and Quebec.....            |            |            | 25,000 00  |              |   |            |
| do Merrickville.....                 | do .....                           |            |            | 10,000 00  |              |   |            |
| Township of West Winchester.....     | do .....                           |            |            | 15,000 00  |              |   |            |
| do Thamesford.....                   | do .....                           |            |            | 2,500 00   |              |   |            |
| Town of Port Arthur.....             | Port Arthur, Duluth and Western    |            |            | 25,000 00  | 52,500 00    |   |            |
| Municipality of Norbery .....        | do .....                           |            |            | 15,000 00  |              |   |            |
| Town of Simcoe .....                 | South Norfolk .....                |            |            | 5,000 00   | 40,000 00    |   |            |
| Township of Charlotteville.....      | do .....                           |            |            | 20,000 00  |              |   |            |
| do South Walsingham .....            | do .....                           |            |            | 40,000 00  |              |   |            |
| City of St. Catharines.....          | St. Catharines and Niagara Central | 80,000 00  | 80,000 00  | 80,000 00  | 65,000 00    |   |            |
| Town of Thorold.....                 | do .....                           |            |            | 20,000 00  | 100,000 00   | 60,000 00                                 | 90,000 00  |
| City of Ottawa .....                 | St. Lawrence and Ottawa.....       | 200,000 00 |            |            |              | 30,000 00                                 |            |
| Town of Prescott.....                | do .....                           | 100,000 00 |            |            |              |   |            |
| do Gananoque.....                    | Thousand Islands.....              |            | 300,000 00 | 150,000 00 | 10,000 00    |   |            |
| City of Toronto.....                 | Toronto and Nipissing .....        |            |            | 10,000 00  |              |   |            |
| Township of Scarborough .....        | do .....                           |            |            | 30,000 00  |              |   |            |
| do Markham.....                      | do .....                           |            |            | 50,000 00  |              |   |            |
| do Uxbridge.....                     | do .....                           |            |            | 10,000 00  |              |   |            |
| do Scott .....                       | do .....                           |            |            | 50,000 00  |              |   |            |
| do Brock.....                        | do .....                           |            |            | 50,000 00  |              |   |            |
| do Eldon.....                        | do .....                           |            |            | 44,000 00  |              |   |            |
| do Rexley .....                      | do .....                           |            |            | 15,000 00  |              |   |            |
| do Somerville .....                  | do .....                           |            |            | 15,000 00  |              |   |            |
| Townships of Luxton, Digby and Lang- | do .....                           |            |            | 12,500 00  |              |   |            |
| ford .....                           | do .....                           |            |            | 2,000 00   |              |   |            |
| Town of Uxbridge.....                | do .....                           |            |            |            | 388,500 00   |   |            |
| Albion.....                          | Toronto, Grey and Bruce.....       |            |            | 40,000 00  |              |   |            |
| Caledon .....                        | do .....                           |            |            | 45,000 00  |              |   |            |
| Mono .....                           | do .....                           |            |            | 45,000 00  |              |   |            |

|   |                                |            |            |              |  |            |
|---|--------------------------------|------------|------------|--------------|--|------------|
| Amaranth.....                           | do                             | do         | 30,000 00  |              |  |            |
| Arthur.....                             | do                             | do         | 35,000 00  |              |  |            |
| Orangeville.....                        | do                             | do         | 15,000 00  |              |  |            |
| Mount Forest.....                       | do                             | do         | 20,000 00  |              |  |            |
| Toronto.....                            | do                             | do         | 350,000 00 |              |  |            |
| County of Grey (Group).....             | do                             | do         | 300,000 00 |              |  |            |
| Owen Sound.....                         | do                             | do         | 5,000 00   |              |  |            |
| Minto.....                              | do                             | do         | 15,000 00  |              |  |            |
| Howick.....                             | do                             | do         | 35,000 00  |              |  |            |
| Gorrie and Wroxeter.....                | do                             | do         | 5,000 00   |              |  |            |
| Teeswater.....                          | do                             | do         | 5,000 00   |              |  |            |
| Culross.....                            | do                             | do         | 38,000 00  |              |  |            |
| Turnbury.....                           | do                             | do         | 5,000 00   |              |  |            |
| Town of Lindsay.....                    | Victoria                       |            |            | 988,000 00   |  |            |
| Village of Fenelon Falls.....           | do                             |            | 85,000 00  |              |  |            |
| Township of Verulam and Somerville..... | do                             |            | 25,000 00  |              |  |            |
| County of Haliburton.....               | do                             |            | 22,000 00  |              |  |            |
|   |                                |            | 54,000 00  | 136,000 00   |  |            |
| Fergus.....                             | Wellington, Grey and Bruce     |            | 10,000 00  |              |  |            |
| Peel.....                               | do                             |            | 40,000 00  |              |  |            |
| Elora.....                              | do                             |            | 10,000 00  |              |  |            |
| Maryboro'.....                          | do                             |            | 40,000 00  |              |  |            |
| Nichol.....                             | do                             |            | 10,000 00  |              |  |            |
| Wallace.....                            | do                             |            | 35,000 00  |              |  |            |
| St. Minto.....                          | do                             |            | 65,000 00  |              |  |            |
| Bruce.....                              | do                             |            | 278,000 00 |              |  |            |
| Howick.....                             | do                             |            | 20,000 00  |              |  |            |
| Listowell.....                          | do                             |            | 15,000 00  |              |  |            |
| Grey.....                               | do                             |            | 35,000 00  |              |  |            |
| Elma.....                               | do                             |            | 30,000 00  |              |  |            |
| Morris.....                             | do                             |            | 30,000 00  |              |  |            |
| W. Wawanosh.....                        | do                             |            | 18,000 00  |              |  |            |
| Ashfield.....                           | do                             |            | 10,000 00  |              |  |            |
| Turnbury.....                           | do                             |            | 28,000 00  |              |  |            |
| Kincardine.....                         | do                             |            | 8,000 00   |              |  |            |
| Town of Whitby.....                     | Whitby, Port Perry and Lindsay |            | 70,000 00  |              |  |            |
| Township of Whitby.....                 | do                             |            | 15,000 00  |              |  |            |
| do Beach.....                           | do                             |            | 30,000 00  |              |  |            |
| do Scugog.....                          | do                             |            | 2,000 00   |              |  |            |
| County of Victoria.....                 | do                             |            | 85,000 00  |              |  |            |
| Village of Port Perry.....              | do                             |            | 20,000 00  |              |  |            |
| Manufacturing Co.....                   | do                             |            | 94 93      |              |  |            |
|   |                                | 535,000 00 |            | 222,094 93   |  |            |
|   |                                |            |            | 9,094,541 78 |  |            |
|   |                                |            |            |              |  | 717,500 00 |



No. 10.—STATEMENT of Aid granted to Railways by Municipalities—Continued.

| Municipalities.                     | Name of Railway.                 | Loan.  | Total.  | Bonus.    | Total.    | Subscription to Shares or Bonds. | Total.     |
|-------------------------------------|----------------------------------|--------|---------|-----------|-----------|----------------------------------|------------|
| QUEBEC.                             |                                  |        |         |           |           |                                  |            |
| Farnham.                            | Canadian Pacific                 | 3 cts. | \$ cts. | \$ cts.   | \$ cts.   | \$ cts.                          | \$ cts.    |
| Town of Nicolet.                    | Drummond County.                 |        |         | 10,000 00 | 20,000 00 |                                  |            |
| Municipality of St. Leonard.        | do                               |        |         | 5,000 00  | 15,000 00 |                                  |            |
| Parish of St. Antoine.              | Great Eastern                    |        |         | 10,000 00 |           |                                  |            |
| do St. Denis                        | do                               |        |         | 10,000 00 | 20,000 00 |                                  |            |
| Parish of St. Sophie.               | Great Northern.                  |        |         | 4,000 00  |           |                                  |            |
| Village of New Glasgow.             | do                               |        |         | 2,000 00  | 6,000 00  |                                  |            |
| County of Compton.                  | International.                   |        |         |           |           | 225,000 00                       | 225,000 00 |
| St. Pie.                            | Lake Champlain & St. Lawrence.   |        |         | 20,000 00 |           |                                  |            |
| L'Ange Gardien.                     | do                               |        |         | 10,000 00 |           |                                  |            |
| St. Paul.                           | do                               |        |         | 6,000 00  |           |                                  |            |
| Philipsburg.                        | do                               |        |         | 15,000 00 | 51,000 00 |                                  |            |
| City of Three Rivers.               | Lower Laurentian.                |        |         |           | 25,000 00 |                                  |            |
| Ascot.                              | Massawippi Valley.               |        |         |           |           | 40,000 00                        | 65,000 00  |
| Hatley.                             | do                               |        |         |           |           | 25,000 00                        |            |
| Township of Melbourne and Brompton. | Missisquoi & Black River Valley. |        |         |           |           |                                  |            |
| Gore.                               | do                               |        |         |           |           |                                  |            |
| Township of Ely.                    | do                               |        |         |           |           |                                  |            |
| do North Stukely.                   | do                               |        |         |           |           |                                  |            |
| do Bolton.                          | do                               |        |         |           |           |                                  |            |
| Municipality of Rigaud.             | Montreal & Champlain Junction.   |        |         |           |           |                                  |            |
| Parish do                           | Montreal & Ottawa.               |        |         | 2,000 00  | 21,174 00 |                                  | 85,000 00  |
| Chambly Canton.                     | do                               |        |         | 500 00    |           |                                  |            |
| do Basin.                           | Montreal, Portland and Boston.   |        |         | 15,000 00 | 2,500 00  |                                  |            |
| Town of Sorel.                      | do                               |        |         | 10,000 00 | 25,000 00 |                                  |            |
| Village of Boucherville.            | do                               |        |         | 12,000 00 |           |                                  |            |
| do Varennes.                        | do                               |        |         | 1,000 00  |           |                                  |            |
| Parish of St. Roch.                 | do                               |        |         | 500 00    | 14,100 00 |                                  |            |

|                                  |                               |              |            |            |              |
|----------------------------------|-------------------------------|--------------|------------|------------|--------------|
| County of Pontiac.....           | Pontiac Pacific Junction..... | 100,000 00   | 101,000 00 | 450,000 00 | 450,000 00   |
| Village of Shawville.....        | do.....                       | 1,000 00     |            |            |              |
| Parish of Sherbrooke.....        | Quebec Central.....           | 50,000 00    |            |            |              |
| do Dudswell.....                 | do.....                       | 25,000 00    |            |            |              |
| do Weedon.....                   | do.....                       | 25,000 00    |            |            |              |
| Garthby.....                     | do.....                       | 3,000 00     |            |            |              |
| City of Quebec.....              | Quebec and Lake St. John..... |              | 103,000 00 |            |              |
| do Montreal.....                 | Quebec, Montreal, Ottawa and  |              |            |            |              |
| do Quebec.....                   | Occidental.....               | 1,000,000 00 |            |            |              |
| do Three Rivers.....             | do.....                       | 1,000,000 00 |            |            |              |
| County of Ottawa.....            | do.....                       | 100,000 00   |            |            |              |
| St. Sauveur de Québec.....       | do.....                       | 200,000 00   |            |            |              |
| Côte St. Louis.....              | do.....                       | 25,000 00    |            |            |              |
| Village of Ste. Thérèse.....     | do.....                       | 25,000 00    |            |            |              |
| Parish of do.....                | do.....                       | 12,000 00    |            |            |              |
| do St. Jérôme.....               | do.....                       | 12,000 00    |            |            |              |
| Village of do.....               | do.....                       | 10,000 00    |            |            |              |
| St. Scholastique.....            | do.....                       | 15,000 00    |            |            |              |
| St. Andrew's.....                | do.....                       | 10,000 00    |            |            |              |
| St. Jerusalem of Argenteuil..... | do.....                       | 25,000 00    |            |            |              |
| County of Brome.....             | South-Eastern.....            | 2,434,000 00 | 25,000 00  |            |              |
| Township of Brome.....           | do.....                       |              |            | 50,000 00  |              |
| do Sutton.....                   | do.....                       |              |            | 50,000 00  |              |
| do Pottun.....                   | do.....                       |              |            | 63,000 00  |              |
| do Farnham.....                  | do.....                       |              |            | 25,000 00  |              |
| Village of West Farnham.....     | do.....                       |              |            | 20,000 00  |              |
| do East do.....                  | do.....                       |              |            | 5,000 00   |              |
| do Waterloo.....                 | do.....                       |              |            | 5,000 00   |              |
| do Drummondville.....            | do.....                       |              |            | 30,000 00  |              |
| County of Drummond.....          | do.....                       |              |            | 15,000 00  |              |
| Township of Wickham.....         | do.....                       |              |            | 90,000 00  |              |
| do St. Germain.....              | do.....                       |              |            | 10,000 00  |              |
| do Sorel.....                    | do.....                       |              |            | 15,000 00  |              |
| Village of Actonvale.....        | do.....                       |              |            | 10,000 00  |              |
| do Roxton Falls.....             | do.....                       |              |            | 15,000 00  |              |
| Township of Roxton.....          | do.....                       |              |            | 15,000 00  |              |
| do Sheffield.....                | do.....                       |              |            | 20,000 00  |              |
| do West Wickham.....             | do.....                       |              |            | 50,000 00  |              |
| Fraserville.....                 | Teniscouata.....              |              | 25,000 00  | 10,000 00  | 528,000 00   |
| Municipality of Magog.....       | Waterloo and Magog.....       |              |            | 15,000 00  | 15,000 00    |
|                                  |                               | 2,434,000 00 | 453,774 00 |            | 1,368,900 00 |

No. 10.—STATEMENT of Aid granted to Railways by Municipalities—*Concluded.*

| Municipalities.                                     | Name of Railway.                       | Loan.     | Total.    | Bonus.     | Total.     | Subscription to Shares or Bonds. | Total.     |
|---|--|-----------|-----------|------------|------------|----------------------------------|------------|
|   |  | \$ cts.   | \$ cts.   | \$ cts.    | \$ cts.    | \$ cts.                          | \$ cts.    |
| NEW BRUNSWICK.                                      |  |           |           |            |            |                                  |            |
| Hillsboro', Hopewell and Harvey Parishes            | Albert                                 |           |           | 40,000 00  |            |                                  |            |
| Coverdale, Hillsboro', Hopewell and Harvey Parishes | do                                     |           |           | 30,000 00  | 70,000 00  |                                  |            |
| City of Fredericton                                 | Fredericton                            |           |           | 50,000 00  |            |                                  |            |
| County of York                                      | do                                     |           |           | 30,000 00  | 80,000 00  |                                  |            |
| Parish of St. George.                               | *Grand Southern.                       | 2,000 00  |           |            |            |                                  |            |
| do Pennfield  | do                                     | 500 00    |           |            |            |                                  |            |
| do  | do                                     | 500 00    | 3,000 00  |            |            |                                  |            |
| Lepreau   | New Brunswick.                         |           |           | 12,000 00  |            |                                  |            |
| Town of Fort Fairfield.                             | do                                     |           |           | 11,000 00  | 23,000 00  |                                  |            |
| do Lynden.  |  |           |           |            |            |                                  |            |
| City of Calais.                                     | do and Canada.                         |           |           | 12,500 00  |            |                                  |            |
| do Houlton.   | do                                     |           |           | 22,000 00  |            |                                  |            |
| do St. Stephen.                                     | do                                     |           |           | 13,000 00  | 47,500 00  |                                  |            |
| Town of Chatham.                                    | Northern and Western of New Brunswick. | 20,000 00 | 20,000 00 | 13,000 00  | 13,000 00  | 60,000 00                        | 60,000 00  |
| Parish of Elgin.                                    | +Petitcodiac and Elgin.                |           |           |            |            |                                  |            |
| City of St. John.                                   | St. John and Maine.                    |           | 23,000 00 |            | 233,500 00 |                                  | 60,000 00  |
| NOVA SCOTIA.  |  |           |           |            |            |                                  |            |
| County of King's.                                   | Cornwallis Valley.                     |           |           | 27,685 00  | 27,685 00  | 100,000 00                       | 100,000 00 |
| Township of Yarmouth.                               | Western Counties.                      |           |           |            |            |                                  |            |
| Counties of Yarmouth and Digby.                     | do                                     |           |           | 150,000 00 | 150,000 00 |                                  | 100,000 00 |
|   |  |           |           |            | 177,685 00 |                                  | 100,000 00 |

|                         |                                  |                                   |            |            |
|-------------------------|----------------------------------|-----------------------------------|------------|------------|
| MANITOBA.               | City of Winnipeg.....            | Canadian Pacific .....            | 200,000 00 | 370,000 00 |
|                         | County of Selkirk.....           | .....                             | 35,000 00  |            |
|                         | Township of St. Andrews .....    | .....                             | 35,000 00  |            |
|                         | Town of Morris.....              | .....                             | 100,000 00 |            |
|                         | County of Westborne.....         | Manitoba and North-Western.....   | 75,000 00  | 215,600 00 |
|                         | Town of Portage la Prairie.....  | .....                             | 50,000 00  |            |
|                         | do Minnedosa.....                | .....                             | 30,000 00  |            |
|                         | Municipality of Shoal Lake ..... | .....                             | 20,000 00  |            |
|                         | do Birtle.....                   | .....                             | 40,000 00  | 10,000 00  |
|                         | do Strathclair.....              | .....                             | 600 00     |            |
| BRITISH COLUMBIA.       | Rapid City.....                  | Saskatchewan and Western.....     | 10,000 00  | 595,600 00 |
|                         | City of New Westminster.....     | Canadian Pacific.....             | 37,500 00  |            |
| NORTH-WEST TERRITORIES. | Not stated.....                  | Wood Mountain and Qu'Appelle..... | 25,000 00  |            |
|                         |                                  |                                   |            |            |

\* Now Shore Line.      † Now Elgin, Petitoediac and Havelock.

No. 10.—STATEMENT of Aid granted to Railways—Constructed and under Construction—by Government and Municipalities,  
30th June, 1891—Concluded.

S U M M A R Y .

|                             | Loan.         | Total.        | Bonus.         | Total.         | Subscrip-<br>tions to Shares<br>or Bonds. | Total.       | Grand Totals.  |                |
|-----------------------------|---------------|---------------|----------------|----------------|---|--------------|----------------|----------------|
|                             | \$ cts.       | \$ cts.       | \$ cts.        | \$ cts.        | \$ cts.                                   | \$ cts.      | \$ cts.        | \$ cts.        |
| <i>Governments.</i>         |               |               |                |                |   |              |                |                |
| Dominion.....               | 15,891,533 33 | .....         | 130,889,740 77 | .....          | .....                                     | .....        | 146,791,274 10 | .....          |
| Ontario.....                | 26,000 00     | .....         | 6,161,007 44   | .....          | .....                                     | .....        | 6,187,007 44   | .....          |
| Quebec.....                 | 3,722,966 00  | .....         | 10,674,552 12  | .....          | .....                                     | .....        | 14,397,508 12  | .....          |
| New Brunswick.....          | .....         | .....         | 4,287,346 81   | .....          | 300,000 00                                | .....        | 4,587,346 81   | .....          |
| Nova Scotia.....            | 50,000 00     | .....         | 2,085,995 87   | .....          | .....                                     | .....        | 2,135,995 87   | .....          |
| Manitoba.....               | 1,945,000 00  | .....         | 533,300 00     | .....          | .....                                     | .....        | 2,478,300 00   | .....          |
| British Columbia.....       | .....         | 21,635,489 33 | 37,500 00      | .....          | .....                                     | 300,000 00   | 37,500 00      | 176,614,932 34 |
| <i>Municipalities.</i>      |               |               |                |                |   |              |                |                |
| Ontario.....                | 535,000 00    | .....         | 9,094,541 78   | .....          | 717,500 00                                | .....        | 10,347,041 78  | .....          |
| Quebec.....                 | 2,434,000 00  | .....         | 453,774 00     | .....          | 1,368,000 00                              | .....        | 4,235,774 00   | .....          |
| New Brunswick.....          | 23,000 00     | .....         | 233,500 00     | .....          | 60,000 00                                 | .....        | 316,500 00     | .....          |
| Nova Scotia.....            | .....         | .....         | 177,685 00     | .....          | 100,000 00                                | .....        | 277,685 00     | .....          |
| Manitoba.....               | .....         | .....         | 565,600 00     | .....          | .....                                     | .....        | 565,600 00     | .....          |
| British Columbia.....       | .....         | .....         | 37,500 00      | .....          | .....                                     | .....        | 37,500 00      | .....          |
| North-West Territories..... | .....         | 2,992,000 00  | 25,000 00      | .....          | .....                                     | 2,245,500 00 | 25,000 00      | 15,855,100 78  |
|                             |               | 24,627,489 33 |                | 163,237,043 79 |   | 2,545,500 00 |                | 192,470,033 12 |

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DOMINION OF CANADA

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ANNUAL REPORT

OF THE

DEPARTMENT OF RAILWAYS AND CANALS

CANALS REVENUE BRANCH

FOR THE PAST

FISCAL YEAR FROM 1st JULY, 1890, TO 30th JUNE, 1891

SUBMITTED IN ACCORDANCE WITH THE PROVISIONS OF THE REVISED STATUTE  
OF CANADA, CHAPTER 37, SECTION 28

*PRINTED BY ORDER OF PARLIAMENT*



OTTAWA

PRINTED BY S. E. DAWSON, PRINTER TO THE QUEEN'S MOST  
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1892

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CONTENTS.

|  |            |
|--|------------|
| Report on Canals Revenue Branch, by B. H. Teakles, Chief Clerk, Canals Revenue.. . . . | Page.<br>5 |
|--|------------|

FINANCIAL STATEMENTS.

| No. of Statement |  | Page. |
|------------------|--|-------|
| 1                | CANALS Revenue, collection of—in Account with Revenue. . . . . | 8     |
| 5                | do do do Expenditure. . . . .                                  | 16    |
| 2                | HYDRAULIC Rents, &c. . . . .                                   | 12    |
| 3                | MINOR Public Works. . . . .                                    | 13    |
| 4                | FINES and Damages. . . . .                                     | 14    |
| 6                | REFUNDS. . . . .   | 18    |

STATISTICS (APPENDIX A).

|         |   |     |
|---------|---|-----|
| 25      | QUANTITY of each article transported during two years ended 30th June, 1890, alphabetically arranged. . . . .   | 88  |
| (A) 22½ | COMPARATIVE STATEMENT of Grand Total Freight passed through the undermentioned Canals during the Seasons of Navigation, 1889 and 1890, with the amount of Tolls collected on the same, including Tolls on Vessels and Passengers. . . . . | 150 |
| 23      | STATEMENT showing the Number and Tonnage of all kinds of Vessels passed through the Canals during the Season of Navigation of 1889. . . . .   | 151 |
| 24      | STATEMENT showing the Number and Classified Tonnage of all kinds of Vessels passed through the Canals during the Season of Navigation of 1889. . . . .  | 155 |
| 25      | TARIFF. . . . .   | 156 |
| 26      | HYDRAULIC RENTS—Summary Statement of Lessees' Account. . . . .  | 170 |

EXPENDITURE (APPENDIX B).

|  |     |
|--|-----|
| SALARIES—Paid to each Officer employed in collecting Canals Revenue. . . . . | 186 |
| SUPERANNUATION—How much deducted from each Officer's Salary . . . . .        | 186 |
| CONTINGENCIES—Authorized by Department for Office Rent, Fuel, &c. . . . .    | 186 |



## STATISTICS (APPENDIX A)—Continued.

## CANALS.

|                          | Details of Traffic arranged Alphabetically. |       | Details of Through Traffic arranged Alphabetically. |                             | Details of Way Traffic arranged Alphabetically. |                             | Details of Traffic arranged in Classes. |                             | Details of Traffic under various heads. |                             | Tolls accrued each Month on each Canal. |                             | Vessels passed through the Canals; Number, Tonnage and Nationality of. |       | Comparative Statement showing total movement of Property, Passengers and Vessels for four years ended 30th June, 1891. |       | Comparative Statement showing Tonnage of Vessels and Goods for four years ended 30th June, 1891. |  |
|--------------------------|---|-------|---|-----------------------------|---|-----------------------------|---|-----------------------------|---|-----------------------------|---|-----------------------------|--|-------|--|-------|--|--|
|                          | Page.                                       | Page. | Fiscal Year ended 30th June, 1891.                  | Season of Navigation, 1890. | Fiscal Year ended 30th June, 1891.              | Season of Navigation, 1890. | Fiscal Year ended 30th June, 1891.      | Season of Navigation, 1890. | Fiscal Year ended 30th June, 1891.      | Season of Navigation, 1890. | Fiscal Year ended 30th June, 1891.      | Season of Navigation, 1890. | Fiscal Year ended 30th June, 1891.                                     | Page. | Page.  | Page. | Page.  |  |
| Welland Canal.....       | 23  | 92    | 27  | 96                          | 31  | 100                         | 64                                      | 132                         | 70                                      | 138                         | 78                                      | 144                         | 80   | 146   | 84   | 86    | 86   |  |
| St. Lawrence Canals..... | 34  | 104   | 38  | 108                         | 42  | 112                         | 64                                      | 132                         | 70                                      | 138                         | 78                                      | 144                         | 80   | 146   | 84   | 86    | 86   |  |
| Ottawa Canals.....       | 46  | 116   | .....   | .....                       | .....   | .....                       | 64                                      | 133                         | 70                                      | 139                         | 78                                      | 145                         | 80   | 147   | 85   | 87    | 87   |  |
| Chambly Canal.....       | 50  | 120   | .....   | .....                       | .....   | .....                       | 64                                      | 132                         | 70                                      | 138                         | 78                                      | 145                         | 81   | 147   | 84   | 86    | 86   |  |
| Rideau Canal.....        | 53  | 123   | .....   | .....                       | .....   | .....                       | 64                                      | 133                         | 70                                      | 139                         | 79                                      | 145                         | 81   | 147   | 85   | 87    | 87   |  |
| St. Peter's Canal.....   | 56  | 126   | .....   | .....                       | .....   | .....                       | 64                                      | 133                         | 70                                      | 139                         | 79                                      | 145                         | 82   | 148   | .....  | ..... | .....  |  |
| Trent Valley Canals..... | 57  | 127   | .....   | .....                       | .....   | .....                       | 64                                      | 133                         | 70                                      | 139                         | 79                                      | 145                         | 81   | 148   | .....  | ..... | .....  |  |
| Murray Canal.....        | 60  | 130   | .....   | .....                       | .....   | .....                       | 64                                      | 133                         | 70                                      | 139                         | 79                                      | 145                         | 81   | 147   | 85   | 87    | 87   |  |

## DEPARTMENT OF RAILWAYS AND CANALS,

## CANALS REVENUE BRANCH,

OTTAWA, 6th October, 1891.

To the Secretary

Department of Railways and Canals.

SIR,—I have the honour to submit herewith the statements of Canal Revenues collected during the fiscal year ended 30th June, 1891, with the financial statement respecting the source whence the revenues were derived.

The following summary of revenues accrued shows a decrease of \$3,785 after deducting the refunds made under various Orders in Council modifying the Tariff:

|                          | 1889-90. | 1890-91. | Increase. | Decrease. |
|--------------------------|----------|----------|-----------|-----------|
|                          | \$       | \$       | Per cent. | Per cent. |
| Canal tolls, &c .....    | 371,626  | 345,143  | .....     | 4.43      |
| Hydraulic rents .....    | 38,168   | 37,995   | .....     | 0.45      |
| Minor public works ..... | 50       | 41       | .....     | 18.00     |
| Total .....              | 409,844  | 383,179  | .....     | 6.50      |
| Less—Refunds .....       | 48,391   | 25,511   | .....     |           |
| Net revenue .....        | 361,453  | 357,668  | .....     |           |

The following is a comparative statement of the revenues accrued on the following divisions of the canals for the years 1890 and 1891, showing the increases or decreases as compared with the previous year.

|                           | 1889-90. | 1890-91. | Increase. | Decrease. |
|---------------------------|----------|----------|-----------|-----------|
|                           | \$       | \$       | Per cent. | Per cent. |
| Welland Canal .....       | 220,160  | 188,586  | .....     | 14.34     |
| St. Lawrence Canals ..... | 70,604   | 79,919   | 13.2      |           |
| Chambly Canal .....       | 17,703   | 20,187   | 14.03     |           |
| Ottawa Canals .....       | 53,094   | 47,149   | .....     | 11.19     |
| Rideau Canal .....        | 6,782    | 6,153    | .....     | 9.29      |
| St. Peter's Canal .....   | 2,453    | 1,707    | .....     | 30.41     |
| Trent Valley Canal .....  | 238      | 731      | 23.49     |           |
| Murray Canal .....        | 592      | 711      | 198.74    |           |
| Total .....               | 371,626  | 345,143  | .....     |           |
| Less—Refunds .....        | 48,138   | 25,511   | .....     |           |
| Net Revenue .....         | 323,488  | 319,632  | .....     |           |

The following statement will exhibit the increases and decreases upon the Welland Canal and the classes of articles upon which they arose:—

|                                    | 1889-90. | 1890-91. | Increase. | Decrease. |
|------------------------------------|----------|----------|-----------|-----------|
|                                    | \$       | \$       | Per cent. | Per cent. |
| Vessels .....                      | 19,295   | 15,907   | .....     | 17.56     |
| Passengers .....                   | 207      | 354      | 71.01     |           |
| Produce of the forest.....         | 29,698   | 20,157   | .....     | 32.12     |
| do animals .....                   | 351      | 176      | .....     | 46.82     |
| do agriculture .....               | 109,970  | 94,330   | .....     | 14.22     |
| Manufactures and merchandise ..... | 56,291   | 56,407   | 2         |           |
| Total tolls.....                   | 215,792  | 187,331  |           |           |
| Fines and damages.....             | 4,367    | 1,255    |           |           |
| Total .....                        | 220,159  | 188,586  |           |           |
| LESS—Refunds .....                 | 47,251   | 24,914   |           |           |
| Net revenue .....                  | 172,888  | 163,672  |           |           |

The decrease in the amount of tolls refunded as shown above is due to the fact that no refunds of tolls on grain were made during the months of May and June, in consequence of an Order in Council of 18th May, 1891, authorizing such refunds to be made at the close of navigation and not during the season as heretofore.

The total quantity of freight transported on the several divisions of the canals and classified as under, is as follows:—

| Canals.           | Farm Stock. | Forest<br>Produce of<br>Wood. | Manu-<br>factures. | Merchandise | Agricultural<br>Products. | Total.  |
|-------------------|-------------|-------------------------------|--------------------|-------------|---------------------------|---------|
|                   | Tons.       | Tons.                         | Tons.              | Tons.       | Tons.                     | Tons.   |
| Welland .....     | 54          | 138,205                       | 23,104             | 317,044     | 481,095                   | 959,502 |
| St. Lawrence..... | 1,107       | 126,128                       | 67,280             | 348,696     | 286,093                   | 829,304 |
| Chambly.....      | 234         | 98,868                        | 3,218              | 118,830     | 3,914                     | 225,064 |
| Ottawa.....       | 1,167       | 622,329                       | 844                | 11,483      | 5,155                     | 640,978 |
| Rideau.....       | 38          | 74,530                        | 2,336              | 20,728      | 3,055                     | 100,687 |
| St. Peter's.....  |             | 2,619                         |                    | 19,232      | 7,668                     | 29,519  |
| Murray.....       | 25          | 4,124                         | 1,659              | 4,205       | 3,572                     | 13,585  |
| Trent Valley..... |             | 23,038                        | 20                 | 582         | 35                        | 23,675  |

It will be seen by the following figures that the largest quantity of freight passed through the Welland Canal since 1867 was during the fiscal year of 1874, when the quantity was 1,540,081 tons.

The smallest quantity passed through in any one year was 1882, when the quantity decreased to 644,727 tons, in 1890 the quantity increased to 1,104,553 tons, and decreased in 1891 to 959,502 tons.

The largest tonnage passed through the Welland Canal between the United States ports for the same period was during the fiscal year 1871, the quantity being 747,756 tons; the quantity however decreased to 191,817 tons in 1882, but has since gradually increased to 563,856 tons in 1891.

The following statement shows the total quantity of freight passed through the Welland Canal, and the quantity passed between United States ports during the fiscal years ended 30th June, 1867 to 1891, inclusive:—

| Years.    | Total quantity<br>transported on the<br>Welland Canal,<br>Tons. | Quantity from<br>United States ports to<br>United States ports,<br>Tons. |
|-----------|---|--|
| 1867..... | 933,260   | 458,386  |
| 1868..... | 1,161,821   | 641,711  |
| 1869..... | 1,231,903   | 688,700  |
| 1870..... | 1,311,956   | 747,756  |
| 1871..... | 1,478,122   | 772,567  |
| 1872..... | 1,319,996   | 638,039  |
| 1873..... | 1,391,692   | 634,913  |
| 1874..... | 1,540,081   | 703,185  |
| 1875..... | 1,142,853   | 595,217  |
| 1876..... | 1,121,802   | 524,197  |
| 1877..... | 1,126,429   | 482,878  |
| 1878..... | 1,091,898   | 448,413  |
| 1879..... | 918,924   | 361,304  |
| 1880..... | 896,122   | 248,944  |
| 1881..... | 798,809   | 196,285  |
| 1882..... | 644,727   | 191,817  |
| 1883..... | 861,634   | 337,619  |
| 1884..... | 965,830   | 417,972  |
| 1885..... | 839,521   | 416,825  |
| 1886..... | 934,862   | 443,961  |
| 1887..... | 838,587   | 387,109  |
| 1888..... | 827,300   | 387,555  |
| 1889..... | 938,254   | 464,415  |
| 1890..... | 1,104,553   | 550,844  |
| 1891..... | 959,502   | 563,856  |

The statements of the quantity of grain transhipped at Ports Colborne and Kingston, and comparative statements of the movement of traffic on the different routes competing for the carrying trade from the west to the sea-board will be given in the supplementary report for the season of navigation.

I have the honour to be, Sir,

Your obedient servant,

B. H. TEAKLES.

## CANALS,

## No. 1.—COLLECTORS of Canals Tolls,

DR.

(For Details, see

| Balances<br>due by<br>Collectors,<br>&c.,<br>1st July,<br>1890. | CANAL REVENUE. |                             |                          |                    | Total<br>Canal Re-<br>venue<br>Accrued. | Hydraulic<br>Rents and<br>Revenue<br>from Public<br>Works, <i>Vide</i><br>Statements<br>Nos. 3 and 4. | Total.     |
|---|----------------|-----------------------------|--------------------------|--------------------|---|---|------------|
|   | Tolls.         | Wharfage<br>and<br>Storage. | Fines<br>and<br>Damages. | Other<br>Receipts. |   |   |            |
| \$ cts.   | \$ cts.        | \$ cts.                     | \$ cts.                  | \$ cts.            | \$ cts.                                 | \$ cts.   | \$ cts.    |
| 1,232 41  | 126,409 73     | .....                       | 6 00                     | .....              | 126,415 73                              | 112 08  | 127,760 22 |
| 100 13  | 59,246 37      | .....                       | .....                    | .....              | 59,246 37                               | 193 21  | 59,539 71  |
| 161 60  | 340 82         | .....                       | .....                    | .....              | 340 82                                  | 497 67  | 1,000 09   |
| 0 50  | 18 76          | .....                       | .....                    | .....              | 18 76                                   | .....   | 19 26      |
| 60 32   | 706 36         | .....                       | .....                    | 81 59              | 787 95                                  | 293 00  | 1,141 27   |
| .....   | 554 57         | .....                       | 1,147 38                 | 20 00              | 1,721 95                                | 2,670 76  | 4,392 71   |
| 2 54  | 54 95          | .....                       | .....                    | .....              | 54 95                                   | .....   | 57 49      |
| 1,557 50  | 187,331 56     | .....                       | 1,153 38                 | 101 59             | 188,586 53                              | 3,766 72  | 193,910 75 |
| .....   | 790 28         | .....                       | 105 55                   | .....              | 895 83                                  | 3,852 50  | 4,748 33   |
| 296 51  | 17,652 66      | .....                       | 5 00                     | .....              | 17,657 66                               | 790 00  | 18,744 17  |
| 172 55  | 773 65         | .....                       | 5 00                     | .....              | 778 65                                  | 575 00  | 1,526 20   |
| 116 97  | 2,940 74       | 21 36                       | 4 00                     | 1,588 83           | 4,554 93                                | .....   | 4,671 90   |
| .....   | 25,982 04      | 4,655 85                    | 297 50                   | 10,963 62          | 41,899 01                               | 19,753 48   | 61,652 49  |
| 291 87  | 14,133 40      | .....                       | .....                    | .....              | 14,133 40                               | .....   | 14,425 27  |
| 877 90  | 62,272 77      | 4,677 21                    | 417 05                   | 12,552 45          | 79,919 48                               | 24,970 98   | 105,768 36 |
| .....   | .....          | .....                       | .....                    | .....              | .....                                   | .....   | .....      |
| 187 76  | 6,424 36       | .....                       | 4 00                     | .....              | 6,428 36                                | 70 00   | 6,686 12   |
| .....   | 13,268 05      | .....                       | .....                    | .....              | 13,268 05                               | .....   | 13,268 05  |
| 57 92   | 487 83         | .....                       | 2 75                     | .....              | 490 58                                  | .....   | 548 50     |
| 245 68  | 20,180 24      | .....                       | 6 75                     | .....              | 20,186 99                               | 70 00   | 20,502 67  |
| .....   | .....          | .....                       | .....                    | .....              | .....                                   | .....   | .....      |
| .....   | 27,510 23      | .....                       | .....                    | .....              | 27,510 23                               | .....   | 27,510 23  |
| 594 08  | 18,212 83      | .....                       | .....                    | .....              | 18,212 83                               | 5 00  | 18,811 91  |
| 28 80   | 180 40         | .....                       | .....                    | 8 00               | 188 40                                  | 20 00   | 237 20     |
| 91 34   | 1,237 29       | .....                       | .....                    | .....              | 1,237 29                                | .....   | 1,329 63   |
| 714 22  | 47,140 75      | .....                       | .....                    | 8 00               | 47,148 75                               | 25 00   | 47,887 97  |
| .....   | .....          | .....                       | .....                    | .....              | .....                                   | .....   | .....      |
| .....   | 4,094 36       | 12 20                       | 5 00                     | 176 00             | 4,287 56                                | 564 75  | 4,852 31   |
| .....   | 1,432 25       | .....                       | .....                    | .....              | 1,432 25                                | 105 50  | 1,537 75   |
| .....   | 428 38         | .....                       | 1 00                     | 3 78               | 433 16                                  | 60 90   | 494 06     |
| .....   | 5,954 99       | 12 20                       | 6 00                     | 179 78             | 6,152 97                                | 731 15  | 6,884 12   |
| .....   | .....          | .....                       | .....                    | .....              | .....                                   | .....   | .....      |
| 203 10  | 1,528 85       | .....                       | .....                    | 177 91             | 1,706 76                                | .....   | 1,909 86   |
| .....   | .....          | .....                       | .....                    | .....              | .....                                   | .....   | .....      |
| 131 57  | 672 86         | .....                       | 38 16                    | .....              | 711 02                                  | .....   | 842 59     |

1890-91.

in Account with Revenue.

Appendix A.)

CR.

| COLLECTION DIVISIONS.        | DEPOSITED TO THE CREDIT OF<br>THE RECEIVER GENERAL. |   | Balances<br>due by<br>Collectors, &c.,<br>30th June,<br>1891. | Total.     |
|------------------------------|---|---|---|------------|
|                              | On account of<br>Canal<br>Revenue.                  | On account of<br>Hydraulic<br>Rents<br>and other<br>Public Works. |   |            |
| <i>Welland Canal.</i>        | \$ cts.   | \$ cts.   | \$ cts.   | \$ cts.    |
| Port Colborne.....           | 127,263 87  | 105 56  | 390 79  | 127,760 22 |
| Port Dalhousie.....          | 59,346 50   | 193 21  | .....   | 59,539 71  |
| Dunnville.....               | 307 37  | 574 34  | 118 38  | 1,000 09   |
| Port Maitland.....           | 19 26   | .....   | .....   | 19 26      |
| Port Robinson.....           | 755 62  | 293 00  | 92 65   | 1,141 27   |
| St. Catharines.....          | 1,721 95  | 2,670 76  | .....   | 4,392 71   |
| Chippawa.....                | 46 46   | .....   | 11 03   | 57 49      |
| Totals.....                  | 189,461 03  | 3,836 87  | 612 85  | 193,910 75 |
| <i>St. Lawrence Canals.</i>  |   |   |   |            |
| Beauharnois.....             | 800 13  | 3,852 50  | 95 70   | 4,748 33   |
| Cornwall.....                | 16,882 95   | 790 00  | 1,071 22  | 18,744 17  |
| Cardinal.....                | 820 20  | 706 00  | .....   | 1,526 20   |
| Lachine.....                 | 4,661 73  | .....   | 10 17   | 4,671 90   |
| Montreal.....                | 41,899 01   | 19,753 48   | .....   | 61,652 49  |
| Kingston.....                | 14,242 03   | .....   | 183 24  | 14,425 27  |
| Totals.....                  | 79,306 05   | 25,101 98   | 1,360 33  | 106,768 36 |
| <i>Chambly Canal.</i>        |   |   |   |            |
| Chambly.....                 | 6,306 23  | 70 00   | 309 89  | 6,686 12   |
| St. John's.....              | 13,268 05   | .....   | .....   | 13,268 05  |
| St. Ours.....                | 499 77  | .....   | 48 73   | 548 50     |
| Totals.....                  | 20,074 05   | 70 00   | 358 62  | 20,502 67  |
| <i>Ottawa Canals.</i>        |   |   |   |            |
| Ottawa.....                  | 27,510 23   | .....   | .....   | 27,510 23  |
| Grenville.....               | 18,484 44   | 5 00  | 322 47  | 18,811 91  |
| Carillon.....                | 190 11  | 20 00   | 27 09   | 237 20     |
| St. Anne's Lock.....         | 1,193 21  | .....   | 135 42  | 1,328 63   |
| Totals.....                  | 47,377 99   | 25 00   | 484 98  | 47,887 97  |
| <i>Rideau Canal.</i>         |   |   |   |            |
| Ottawa.....                  | 4,287 56  | 564 75  | .....   | 4,852 31   |
| Kingston Mills.....          | 1,432 25  | 105 50  | .....   | 1,537 75   |
| Smith's Falls.....           | 433 16  | 60 90   | .....   | 494 06     |
| Totals.....                  | 6,152 97  | 731 15  | .....   | 6,884 12   |
| <i>St. Peter's Canal.</i>    | 1,794 78  | .....   | 115 08  | 1,909 86   |
| <i>Murray Canal—Brighton</i> | 796 52  | .....   | 46 07   | 842 59     |

## CANALS,

## No. 1.—COLLECTORS of Canals Tolls,

DR.

(For Details, see

| Balances<br>due by<br>Collectors,<br>&c.,<br>1st July,<br>1890. | CANAL REVENUE. |                             |                          |                    | Total<br>Canal Revenue<br>Accrued. | Hydraulic<br>Rents and<br>Revenue<br>from Public<br>Works, <i>Vide</i><br>Statements<br>Nos. 3 and 4. | Total.     |
|---|----------------|-----------------------------|--------------------------|--------------------|------------------------------------|---|------------|
|   | Tolls.         | Wharfage<br>and<br>Storage. | Fines<br>and<br>Damages. | Other<br>Receipts. |                                    |   |            |
| \$ cts.   | \$ cts.        | \$ cts.                     | \$ cts.                  | \$ cts.            | \$ cts.                            | \$ cts.   | \$ cts.    |
| 18 00   | 59 51          | .....                       | .....                    | .....              | 59 51                              | .....   | 77 51      |
| 50 73   | 341 96         | .....                       | .....                    | 50 00              | 391 96                             | .....   | 442 69     |
| 2 39  | 34 96          | .....                       | .....                    | .....              | 34 96                              | 50 00   | 87 35      |
| 1 50  | 28 70          | .....                       | .....                    | .....              | 28 70                              | 180 00  | 210 20     |
| 38 09   | 163 23         | .....                       | .....                    | .....              | 163 23                             | 6 00  | 207 32     |
| .....   | 52 75          | .....                       | .....                    | .....              | 52 75                              | .....   | 52 75      |
| 110 71  | 681 11         | .....                       | .....                    | 50 00              | 731 11                             | 236 00  | 1,077 82   |
| 3,840 68  | 325,763 13     | 4,689 41                    | 1,621 34                 | 13,069 73          | 345,143 61                         | 29,799 85   | 378,784 14 |
|   |                |                             |                          |                    | 25,511 56                          | .....   | .....      |
|   |                |                             |                          |                    | 319,632 05                         | .....   | .....      |

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, 30th September, 1891.

1890-91.—Continued.

in Account with Revenue.

Appendix A.)

CR.

| COLLECTION DIVISIONS.                    | DEPOSITED TO THE CREDIT OF<br>THE RECEIVER GENERAL. |   | Balances<br>due by<br>Collectors, &c.,<br>30th June,<br>1891. | Total.     |
|--|---|---|---|------------|
|  | On account of<br>Canal<br>Revenue.                  | On account of<br>Hydraulic<br>Rents<br>and other<br>Public Works. |   |            |
| <i>Trent Valley Canal.</i>               | \$ cts.   | \$ cts.   | \$ cts.   | \$ cts.    |
| ..... Burleigh .....                     | 58 75   | .....   | 18 76   | 77 51      |
| ..... Bobcaygeon.....                    | 391 06  | .....   | 51 63   | 442 69     |
| ..... Fenelon Falls.....                 | 35 10   | 50 00   | 2 25  | 87 35      |
| ..... Hastings.....                      | 25 95   | 180 00  | 4 25  | 210 20     |
| ..... Peterboro'.....                    | 179 35  | 6 00  | 21 97   | 207 32     |
| ..... Buckhorn.....                      | 32 00   | .....   | 20 75   | 52 75      |
| ..... Totals.....                        | 722 21  | 236 00  | 119 61  | 1,077 82   |
| ..... Grand total.....                   | 345,685 60  | 30,001 00   | 3,097 54  | 378,784 14 |
| ..... Less—Refunds per Statement No. 5.. |   |   |   |            |
| ..... Net revenue.                       |   |   |   |            |

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



HYDRAULIC AND OTHER RENTS.  
No. 2.—SUMMARY Statement of Lessees' Account.  
(For details, see Appendix A, No. 28.)

| Balance due 1st July, 1890. | Accrued during the Year ended 30th June, 1891. | Total.    | Name of Work.            | Abatement Authorizd. | Paid into hands of Collector, vide Statement No. 1. | Deposited to the credit of the Receiver General. | Balance due 30th June, 1891. | Total.    |
|-----------------------------|--|-----------|--------------------------|----------------------|---|--|------------------------------|-----------|
| \$ cts.                     | \$ cts.  | \$ cts.   |                          | \$ cts.              | \$ cts.   | \$ cts.  | \$ cts.                      | \$ cts.   |
| 23,346 92                   | 7,394 40                                       | 30,671 32 | Welland Canal.....       | 50 00                | 3,725 58  | .....  | 26,895 74                    | 30,671 32 |
| 6,626 62                    | 1,118 00                                       | 7,744 62  | Williamsburg Canal ..... | .....                | 575 00  | .....  | 7,169 62                     | 7,744 62  |
| 792 60                      | 815 00   | 1,607 60  | Cornwall do .....        | 10 00                | 790 00  | .....  | 807 60                       | 1,607 60  |
| 3,627 50                    | 2,588 00                                       | 6,215 50  | Beauharnois do .....     | .....                | 3,852 50  | .....  | 2,363 00                     | 6,215 50  |
| 18,393 86                   | 24,569 06                                      | 42,962 92 | Lachine do .....         | 20 00                | 19,752 48   | .....  | 23,180 44                    | 42,962 92 |
| 136 84                      | 245 00   | 381 84    | Chambly do .....         | .....                | 70 00   | .....  | 311 84                       | 381 84    |
| 7,059 70                    | 1,220 20                                       | 8,279 90  | Rideau do .....          | 51 25                | 731 15  | .....  | 7,472 50                     | 8,279 90  |
| 226 00                      | 125 00   | 351 00    | Sundry Canals.....       | .....                | 282 00  | .....  | 89 00                        | 351 00    |
|                             |  |           | Land Sales.              |                      |   |  |                              |           |
| 354 18                      | .....  | 354 18    | .....                    | .....                | .....   | .....  | 354 18                       | 354 18    |
| 60,564 12                   | 37,994 66                                      | 98,558 78 | .....                    | 131 25               | 29,758 71   | 25 00  | 68,643 82                    | 98,558 78 |

Accrued..... \$ 37,994 66  
Less refunded..... 32 00  
\$ 37,962 66

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, 30th September, 1891.

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

## No. 3.—MINOR PUBLIC WORKS, 1890–1891.

| Balances due 1st July, 1890. | Accrued during Year ended 30th June, 1891. | Totals. | Works.                    | Deposited to the credit of the Receiver General, <i>Vide</i> Statement No. 1. | Balances due 30th June, 1891. | Total.  |
|------------------------------|--|---------|---------------------------|---|-------------------------------|---------|
| \$ cts.                      | \$ cts.                                    | \$ cts. | <i>Harbours.</i>          | \$ cts.   | \$ cts.                       | \$ cts. |
| 5 98                         | 29 58                                      | 35 56   | .... Port Colborne.. ..   | 35 56   | .....                         | 35 56   |
| .....                        | 11 56                                      | 11 56   | .... Port Dalhousie.. . . | 11 56   | .....                         | 11 56   |
| 5 98                         | 41 14                                      | 47 12   | ..... Total .....         | 47 12   | .....                         | 47 12   |

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

DEPARTMENT OF RAILWAYS AND CANALS,  
 OTTAWA, 30th September, 1891.

No. 4.—STATEMENT of the Amount of Fines and Damages collected, for violation of the Canal Regulations, giving the particular in each case why the penalty was imposed, during the fiscal year ended 30th June, 1891.

| Date.        | Name of Vessel.            | Name of Owner or other Person chargeable. | Particulars.   | Fines.  | Damages.   | Totals.  |
|--------------|----------------------------|---|--|---------|------------|----------|
|              |                            |   |  | \$ cts. | \$ cts.    | \$ cts.  |
| 1890.        |                            |   | <i>Welland Canal.</i>  |         |            |          |
| Aug. 16..... | Tug "Norris".....          | James Norris.....                         | For violating Canal Regulations, sec. 22.....  | * 5 00  |            |          |
| Nov. 4.....  | Scow "Victoria".....       | Unknown.....                              | Scow "Victoria" abandoned on bank of Welland Canal   | 6 00    |            |          |
| 1891.        |                            |   |  |         |            |          |
| Jan. —.....  | Stm. Bge. "Marshall".....  | D. Whitney.....                           | Damages to Bridge 15.....  |         | 175 00     |          |
| do —.....    | do do "do".....            | Jas. Webster.....                         | Lock tender fine.....  | * 10 00 |            |          |
| June 30..... | do do "Tecumseh".....      | Capt. W. Hanson.....                      | Damage to Locks No. 22 and 25.....   |         | 41 65      |          |
| do —.....    | Bge. "Samus".....          | Jas. McKenzie.....                        | do Lock No. 18.....  |         | 840 73     |          |
| do —.....    | Str. "C. W. Whitmore"..... | Capt. James Hastings.....                 | do 21.....   |         | 75 00      |          |
|              |                            |   | Total, Welland Canal.....  | 21 00   | * 1,132 38 | 1,153 38 |
| 1890.        |                            |   | <i>St. Lawrence Canals.</i>  |         |            |          |
| July 18..... | Bge. "Fame".....           | P. Laplante.....                          | For violating sec. 26 of Canal Regulations, Lock No. 2.....                                  | 20 00   |            |          |
| do 22.....   | do do "William".....       | L. Latour.....                            | For not obtaining Let-Pass.....  | 5 00    |            |          |
| Aug. 11..... | Str. "Eveline".....        | H. Dobell & Co.....                       | For unnecessary blowing her whistle.....   | 10 00   |            |          |
| do 15.....   | do do "Ariel".....         | J. Dowell.....                            | For violating sec. 107 of Canal Regulations.....   | 4 00    |            |          |
| do 26.....   | do do "Cholmley".....      | Carbray & Rooth.....                      | For violating sec. 25, Canal Regulations.....  | 10 00   |            |          |
| do 26.....   | do do "do".....            | do do.....                                | For damages to masonry at Lock No. 2.....  |         | 200 00     |          |
| do 28.....   | Bge. "Beauport".....       | N. Gamlin.....                            | For allowing barge to run into Lock No. 24 without checking, &c.....                         | 5 00    |            |          |
| Sept. 3..... | Str. "Corinthian".....     | R. & O. Navigation Co.....                | For evading payment of canal tolls at Cornwall.....  | 27 50   |            |          |
| do 29.....   | Schooner "Prussia".....    | Capt. Alex. Milligan.....                 | For neglecting to report.....  | 5 00    |            |          |
| Oct. 3.....  | Bge. "Quebec".....         | P. Laplante.....                          | For evasion of wharfrage dues.....   | 5 00    |            |          |
| do 3.....    | do do "Du Lièvre".....     | do do.....                                | do do.....   | 5 00    |            |          |
| do 4.....    | do do "J. Bright".....     | do do.....                                | do do.....   | 5 00    |            |          |
| do 4.....    | do do "Gypsaun".....       | do do.....                                | do do.....   | 5 00    |            |          |
| Nov. 1.....  | Bge. "Jennie".....         | Montreal Transportation Co.....           | For violating sec. 26 of Canal Regulations at Locks No. 8 and 10, on 15th October, 1890..... | 20 00   |            |          |
| 1891.        |                            |   |  |         |            |          |
| May 2.....   | Bge. "Brodeur Demers"..... | D. Lerouss.....                           | For non-payment of dues.....   | 5 00    | 5 00       |          |
| June 17..... | Dredge "St. Joseph".....   | N. K. and M. Connolly.....                | For damage to a guard post, Lock No. 8, 2nd June, 1891.....                                  |         | 60 55      |          |
| do 17.....   | Bge. "Jennie".....         | Montreal Transportation Co.....           | For damage to St. Timothy bridge, on 16th May, 1890.....                                     |         |            |          |

|         |    |                        |                 |    |  |        |          |
|---------|----|------------------------|-----------------|----|--|--------|----------|
| do      | 17 | do "Acadia"            | do              | do | For having broken a bumping post, Lock No. 9, on 9th Sept., 1890     | 20 00  | 417 05   |
| 1890.   |    |                        |                 |    | Total, St. Lawrence Canals.  | 131 50 | 285 55   |
|         |    |                        |                 |    | <i>Chambly Canal.</i>  |        |          |
| Aug. 23 |    | Bge. "W. Henry"        | Capt. Arpin     |    | Damage to Lock gate No. 7  | 2 00   |          |
| do      | 23 | do "St. Jean Baptiste" | Capt. Lavallée  |    | do 2   | 2 00   |          |
| do      | 11 | Str. "James"           | Gérédion Lebrun |    | For violating sec. 6 of Canal Regulations                            | 2 00   |          |
| Sept. 8 |    | Boat "St. Joseph"      | E. Lussier      |    | For damages to lock.   | 0 75   |          |
|         |    |                        |                 |    | Total, Chambly Canal.  | 2 00   | 4 72     |
| 1890.   |    |                        |                 |    | <i>Rideau Canal.</i>   |        |          |
| Aug. 11 |    |                        | Mr. Bulger      |    | For fast driving over the iron bridge crossing the canal.            | 1 00   |          |
| Nov. 29 |    | Str. "Minnie Bell"     | Henry Shaver    |    | For interfering with the machinery (under sec. 7, Canal Regulations) | 5 00   |          |
|         |    |                        |                 |    | Total, Rideau Canal.   | 6 00   | 6 00     |
| 1890.   |    |                        |                 |    | <i>Murray Canal.</i>   |        |          |
| Dec. 31 |    | Str. "Ocean"           | W. A. Geddes    |    | Damages to boom at railway swing bridge, Oct. 19, 1890               | 38 16  | 38 16    |
|         |    |                        |                 |    | Total, Murray Canal.   |        |          |
|         |    |                        |                 |    | Total fines and damages.   |        | 1,621 34 |

\* These amounts were paid to the collector of canal tolls at St. Catharines, by Mr. Ellis, superintendent of the Welland Canal.

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, 30th September, 1891.

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

## CANALS,

## No. 5.—COLLECTORS of Canal Tolls

(For Details, see

Dr.

| Amounts<br>received from<br>Department<br>to meet<br>Expenditure. | Deductions<br>from<br>Salaries for<br>Super-<br>annuation. | Balances<br>due to<br>Collectors<br>30th June,<br>1891. | Total.    | COLLECTION DIVISIONS.       |
|---|--|---|-----------|-----------------------------|
| \$ cts.   | \$ cts.  | \$ cts.   | \$ cts.   |                             |
| 3,383 99  | 65 00  |   | 3,448 99  | <i>Welland Canal.</i>       |
| 2,180 97  | 38 00  |   | 2,218 97  | Port Colborne.....          |
| 770 25  | 15 00  |   | 785 25    | Port Dalhousie.....         |
| 600 00  | 10 00  |   | 610 00    | Dunnville.....              |
| 737 41  | 14 40  |   | 751 81    | Port Maitland.....          |
| 196 00  | 4 00   |   | 200 00    | Port Robinson.....          |
| 128 75  | 2 00   |   | 130 75    | St. Catharines.....         |
|   |  |   |           | Chippawa.....               |
| 7,997 37  | 148 40   |   | 8,145 77  | Total.....                  |
|   |  |   |           | <i>St. Lawrence Canals.</i> |
| 1,293 66  | 17 00  |   | 1,310 66  | Beauharnois.....            |
| 1,222 99  | 5 00   |   | 1,227 99  | Cardinal.....               |
| 1,851 37  | 0 64   |   | 1,852 01  | Cornwall.....               |
| 1,197 87  | 22 00  |   | 1,219 87  | Kingston.....               |
| 2,150 25  | 34 00  |   | 2,184 25  | Lachine.....                |
| 8,487 25  | 123 68   |   | 8,610 93  | Montreal.....               |
| 16,203 39   | 202 32   |   | 16,405 71 | Total.....                  |
|   |  |   |           | <i>Chambly Canal.</i>       |
| 1,567 90  | 26 25  |   | 1,594 15  | Chambly.....                |
| 1,491 85  | 24 25  |   | 1,516 10  | St. John's.....             |
| 622 74  |  |   | 622 74    | St. Ours.....               |
| 3,682 49  | 50 50  |   | 3,732 99  | Total.....                  |
|   |  |   |           | <i>Ottawa Canals.</i>       |
| 823 32  | 16 00  |   | 839 32    | Carillon.....               |
| 1,167 11  | 20 00  |   | 1,187 11  | Grenville.....              |
| 1,543 51  | 6 25   |   | 1,549 76  | St. Anne's Lock.....        |
| 3,533 94  | 42 25  |   | 3,576 19  | Total.....                  |
|   |  |   |           | <i>Rideau Canal.</i>        |
| 458 08  | 8 00   |   | 466 08    | Kingston Mills.....         |
| 2,203 74  | 40 00  |   | 2,243 74  | Ottawa.....                 |
| 336 05  | 6 00   |   | 342 05    | Smith's Falls.....          |
| 2,997 87  | 54 00  |   | 3,051 87  | Total.....                  |
|   |  |   |           | <i>St. Peter's.</i>         |
| 196 00  | 4 00   |   | 200 00    | St. Peter's.....            |
| 17 75   |  |   | 17 75     | Murray Canal.....           |
| 70 21   |  |   | 70 21     | Trent.....                  |
| 2,357 99  | 36 00  |   | 2,393 99  | Inspector of Canals.....    |
| 845 82  |  |   | 845 82    | Queen's Printer.....        |
| 214 37  |  |   | 214 37    | Stationery.....             |
| 2,757 52  |  |   | 2,757 52  | General.....                |
| 40,874 72   | 537 47   |   | 41,412 19 | Grand Totals.....           |

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, 30th September, 1891.

1890-91.

in Account with Expenditure.

Appendix B.)

CR.

| Balances<br>due to<br>Collectors<br>1st July,<br>1890. | EXPENDITURE AUTHORIZED BY THE DEPARTMENT. |                        |          |                         |           | Total.    |
|--|---|------------------------|----------|-------------------------|-----------|-----------|
|  | Salaries.                                 | Special<br>Assistance. | Rent.    | Travelling<br>Expenses. | Sundries. |           |
| \$ cts.  | \$ cts.                                   | \$ cts.                | \$ cts.  | \$ cts.                 | \$ cts.   | \$ cts.   |
| .....  | 3,250 00                                  | .....                  | 192 00   | .....                   | 6 99      | 3,448 99  |
| .....  | 1,900 00                                  | .....                  | 25 00    | 150 00                  | 143 97    | 2,218 97  |
| .....  | 750 00                                    | .....                  | .....    | .....                   | 35 25     | 785 25    |
| .....  | 500 00                                    | .....                  | 100 00   | .....                   | 10 00     | 610 00    |
| .....  | 720 00                                    | .....                  | .....    | 1 90                    | 29 91     | 751 81    |
| .....  | 200 00                                    | .....                  | .....    | .....                   | .....     | 200 00    |
| .....  | 100 00                                    | .....                  | 25 00    | .....                   | 5 75      | 130 75    |
| .....  | 7,420 00                                  | .....                  | 342 00   | 151 90                  | 231 87    | 8,145 77  |
| .....  | .....                                     | .....                  | .....    | .....                   | .....     | .....     |
| .....  | 1,216 00                                  | .....                  | .....    | 6 00                    | 88 66     | 1,310 66  |
| .....  | 1,150 00                                  | .....                  | 50 00    | 10 50                   | 17 49     | 1,227 99  |
| .....  | 1,633 32                                  | 142 50                 | .....    | .....                   | 76 19     | 1,852 01  |
| .....  | 1,100 00                                  | .....                  | 45 00    | .....                   | 74 87     | 1,219 87  |
| .....  | 1,700 00                                  | .....                  | 360 00   | 19 80                   | 104 45    | 2,184 25  |
| .....  | 7,383 34                                  | .....                  | 525 00   | .....                   | 702 59    | 8,610 93  |
| .....  | 14,182 66                                 | 142 50                 | 980 00   | 36 30                   | 1,064 25  | 16,405 71 |
| .....  | .....                                     | .....                  | .....    | .....                   | .....     | .....     |
| .....  | 1,500 00                                  | .....                  | .....    | 48 06                   | 46 09     | 1,594 15  |
| .....  | 1,400 00                                  | .....                  | .....    | .....                   | 116 10    | 1,516 10  |
| .....  | 600 00                                    | .....                  | .....    | .....                   | 22 74     | 622 74    |
| .....  | 3,500 00                                  | .....                  | .....    | 48 06                   | 184 93    | 3,732 99  |
| .....  | .....                                     | .....                  | .....    | .....                   | .....     | .....     |
| .....  | 800 00                                    | .....                  | .....    | .....                   | 39 32     | 839 32    |
| .....  | 1,000 00                                  | .....                  | 50 00    | .....                   | 137 11    | 1,187 11  |
| .....  | 1,500 00                                  | .....                  | .....    | .....                   | 49 76     | 1,549 76  |
| .....  | 3,300 00                                  | .....                  | 50 00    | .....                   | 226 19    | 3,576 19  |
| .....  | .....                                     | .....                  | .....    | .....                   | .....     | .....     |
| .....  | 400 00                                    | .....                  | .....    | 33 00                   | 33 08     | 466 08    |
| .....  | 2,000 00                                  | .....                  | .....    | 15 18                   | 228 56    | 2,243 74  |
| .....  | 300 00                                    | .....                  | .....    | 5 85                    | 36 20     | 342 06    |
| .....  | 2,700 00                                  | .....                  | .....    | 54 03                   | 297 84    | 3,051 87  |
| .....  | .....                                     | .....                  | .....    | .....                   | .....     | .....     |
| .....  | 200 00                                    | .....                  | .....    | .....                   | 17 75     | 200 00    |
| .....  | .....                                     | 53 20                  | .....    | 3 50                    | 13 51     | 17 75     |
| .....  | 1,800 00                                  | .....                  | .....    | 521 10                  | 72 89     | 2,393 99  |
| .....  | .....                                     | .....                  | .....    | .....                   | 845 82    | 845 82    |
| .....  | .....                                     | .....                  | .....    | .....                   | 214 37    | 214 37    |
| .....  | .....                                     | .....                  | .....    | .....                   | 2,757 52  | 2,757 52  |
| .....  | 33,102 66                                 | 195 70                 | 1,372 00 | 816 89                  | 5,926 94  | 41,412 19 |

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

No. 6.—REFUNDS, 1890-91.  
CANAL TOLLS.

| Canal.        | To whom Paid.                | Date.    | Office.             | Refunds of Tolls on | Under what Authority Refunded.                           | Amount.  | Total.  |
|---------------|------------------------------|----------|---------------------|---------------------|--|----------|---------|
|               |                              |          |                     |                     |  | \$ cts.  | \$ cts. |
| Welland ..... | K. & M. Forwarding Co. ....  | July 14. | Port Colborne ..... | Grain .....         | Refunded under Re-vised Statutes, chap. 29, sec. 8. .... | 216 00   |         |
| do            | J. Malcolmson .....          | do 14.   | do                  | do                  | do   | 107 46   |         |
| do            | A. E. Hume .....             | do 14.   | do                  | do                  | do   | 119 52   |         |
| do            | Montreal Transport Co. ....  | do 19.   | do                  | do                  | do   | 2,799 00 |         |
| do            | Æ. D. Mackay's Sons .....    | do 22.   | do                  | do                  | do   | 90 72    |         |
| do            | F. H. Taylor .....           | do 22.   | do                  | do                  | do   | 176 40   |         |
| do            | J. Malcolmson .....          | do 31.   | do                  | do                  | do   | 108 00   |         |
| do            | K. & M. Forwarding Co. ....  | Aug. 2.  | do                  | do                  | do   | 581 22   |         |
| do            | J. B. Fairgrieve & Son ..... | do 4.    | do                  | do                  | do   | 99 90    |         |
| do            | Montreal Transport Co. ....  | do 7.    | do                  | do                  | do   | 3,830 94 |         |
| do            | K. & M. Forwarding Co. ....  | do 7.    | do                  | do                  | do   | 425 88   |         |
| do            | Æ. D. Mackay's Sons .....    | do 7.    | do                  | do                  | do   | 94 50    |         |
| do            | A. M. Robertson .....        | do 26.   | do                  | do                  | do   | 189 00   |         |
| do            | Æ. D. Mackay's Sons .....    | do 26.   | do                  | do                  | do   | 94 68    |         |
| do            | H. A. Young .....            | do 26.   | do                  | do                  | do   | 163 44   |         |
| do            | J. Malcolmson .....          | do 26.   | do                  | do                  | do   | 91 80    |         |
| do            | A. E. Hume .....             | do 28.   | do                  | do                  | do   | 217 08   |         |
| do            | J. B. Fairgrieve & Son ..... | do 28.   | do                  | do                  | do   | 99 90    |         |
| do            | Æ. D. Mackay's Sons .....    | Sept. 2. | do                  | do                  | do   | 41 22    |         |
| do            | do                           | do 2.    | do                  | do                  | do   | 231 48   |         |
| do            | K. & M. Forwarding Co. ....  | do 2.    | do                  | do                  | do   | 110 70   |         |
| do            | J. A. Malcolmson .....       | do 2.    | do                  | do                  | do   | 171 36   |         |
| do            | F. H. Taylor .....           | do 2.    | do                  | do                  | do   | 90 72    |         |
| do            | Æ. D. Mackay's Sons .....    | do 18.   | do                  | do                  | do   | 356 40   |         |
| do            | K. & M. Forwarding Co. ....  | do 20.   | do                  | do                  | do   | 661 32   |         |
| do            | do                           | do 24.   | do                  | do                  | do   | 91 80    |         |
| do            | Æ. D. Mackay's Sons .....    | do 24.   | do                  | do                  | do   | 4,122 18 |         |
| do            | Montreal Transport Co. ....  | do 24.   | do                  | do                  | do   | 164 34   |         |
| do            | F. H. Taylor .....           | Oct. 2.  | do                  | do                  | do   | 215 10   |         |
| do            | H. A. Young .....            | do 2.    | do                  | do                  | do   | 110 70   |         |
| do            | J. A. Malcolmson .....       | do 16.   | do                  | do                  | do   | 553 68   |         |
| do            | K. & M. Forwarding Co. ....  | do 16.   | do                  | do                  | do   | 94 50    |         |
| do            | J. B. Fairgrieve & Son ..... | do 16.   | do                  | do                  | do   |          |         |

|              |                        |       |      |                                 |  |          |
|--------------|------------------------|-------|------|---------------------------------|--|----------|
| do           | E. D. Mackay's Sons.   | do    | 30.. | do                              | do   | 98 42    |
| do           | Montreal Transport Co. | Nov.  | 3..  | do                              | do   | 2,410 74 |
| do           | J. A. Malcolmson.      | do    | 3..  | do                              | do   | 108 00   |
| do           | A. M. Robertson.       | do    | 3..  | do                              | do   | 172 62   |
| do           | Montreal Transport Co. | Dec.  | 1..  | do                              | do   | 1,828 98 |
| do           | E. D. Mackay's Sons.   | do    | 2..  | do                              | do   | 91 44    |
| do           | do                     | do    | 2..  | do                              | do   | 54 18    |
| do           | H. A. Young            | do    | 2..  | do                              | do   | 103 32   |
| do           | A. E. Hume.            | do    | 2..  | do                              | do   | 305 64   |
| do           | N. & M. Forwarding Co. | do    | 24.. | do                              | do   | 2,211 12 |
| do           | Montreal Transport Co. | do    | 24.. | do                              | do   | 673 74   |
| <hr/>        |                        |       |      |                                 |  |          |
|              |                        | 1891. |      |                                 |  |          |
| do           | do                     | Jan.  | 8..  | do                              | do   | 73 08    |
| do           | do                     | do    | 12.. | do                              | do   | 174 96   |
| <hr/>        |                        |       |      |                                 |  |          |
| Welland...   | Capt. J. Read          | Nov.  | 20.. | Dalhousie                       | Over payment on ice                                      | 5 80     |
| <hr/>        |                        |       |      |                                 |  |          |
| do           | Capt. N. J. Wigle      | April | 18.. | St. Catharines and<br>Dalhousie | do excursion   | 33 94    |
| <hr/>        |                        |       |      |                                 |  |          |
| St. Lawrence | Rev. J. Metzler        | Sept. | 22.. | Williamsburg                    | Excursion  | 13 50    |
| do           | Montreal Trans. Co.    | Oct.  | 2..  | Montreal                        | Material for canal construction                          | 25 33    |
| do           | do                     | Nov.  | 3..  | do                              | do   | 6 91     |
| do           | do                     | do    | 3..  | do                              | Over payment on R. R. Iron                               | 17 35    |
| do           | do                     | Dec.  | 1..  | do                              | Material for canal construction                          | 24 08    |
| do           | Kingston & M. Ford. Co | do    | 24.. | Cornwall                        | Grain  | 186 92   |
| do           | Montreal Trans Co.     | do    | 24.. | do                              | do   | 45 12    |
| <hr/>        |                        |       |      |                                 |  |          |
|              |                        | 1891. |      |                                 |  |          |
| do           | Drummond, McCall & Co. | Feb.  | 2..  | Lachine                         | Overcharge of wharfage on pig iron...                    | 8 40     |
| do           | Capt. O. Gillespie     | April | 6..  | do                              | do of tolls owing to difference<br>in tonnage of vessel. | 98 23    |
| <hr/>        |                        |       |      |                                 |  |          |
| Ottawa       | D. Murphy & Co.        | Aug.  | 28.. | Grenville                       | Total refunds, St. Lawrence Canal                        | 425 84   |
| do           | do                     | Nov.  | 20.. | Ottawa & Grenville              | Tolls twice paid   | 35 57    |
| do           |                        |       |      |                                 | Unused let-passes  | 17 27    |



No. 6.—REFUNDS, 1890-91—*Concluded.*  
CANAL TOLLS.

| Canal.  | To whom Paid.     | Date.           | Office.            | Refund of Tolls on          | Under what Authority Refunded. | Amount.       | Total.    |
|---------|-------------------|-----------------|--------------------|-----------------------------|--------------------------------|---------------|-----------|
| do      | D. Murphy & Co.   | 1891. June 11.. | Ottawa & Grenville | Unused let-passes           | .....                          | \$ cts. 11 57 |           |
| do      | do                | do 11..         | do                 | do                          | .....                          | 31 63         |           |
| do      | Geo. Harris       | do 11..         | do Ste. Anne's     | Overpayment of tolls        | .....                          | 13 84         |           |
|         |                   |                 |                    | Total refunds, Ottawa Canal | .....                          |               | 109 88    |
| Chambly | Bissett & Donaghy | Nov. 20..       | St. John's         | Unused let-passes           | .....                          |               | 22 12     |
|         |                   |                 |                    | Total.                      | .....                          |               | 25,511 56 |

HYDRAULIC RENTS REFUNDS.

|              |                |          |          |                                       |       |       |
|--------------|----------------|----------|----------|---------------------------------------|-------|-------|
| St. Lawrence | G. P. Anderson | April 3. | Cardinal | Overcharged rent, land taken by Dept. | ..... | 32 00 |
|--------------|----------------|----------|----------|---------------------------------------|-------|-------|

DEPARTMENT  RAILWAYS AND CANALS,  
OTTAWA, 30th September, 1891.

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

No. 6.—REFUNDS, 1890-91—RECAPITULATION—Continued.

CANAL TOLLS—Concluded.

| Canal.       | To whom Paid.           | Date.    | Office.                       | Refund of Tolls on   | Under what Authority Refunded.         | Amount.   | Total.    |
|--------------|-------------------------|----------|-------------------------------|--|--|-----------|-----------|
|              |                         |          |                               |  |  | \$ cts.   | \$ cts.   |
| Welland..    | K. & M. Forwarding Co.  | 1890-91. | Port Colborne                 | Grain  | Refunded under R. S., Cap. 29, Sec. 8. | 5,237 10  |           |
| do           | J. Malcolmson.          | do       | do                            | do   | do                                     | 636 66    |           |
| do           | A. E. Hume              | do       | do                            | do   | do                                     | 642 24    |           |
| do           | Montreal Trans. Co.     | do       | do                            | do   | do                                     | 15,913 62 |           |
| do           | A. E. D. Mackay's Sons. | do       | do                            | do   | do                                     | 834 48    |           |
| do           | F. H. Taylor.           | do       | do                            | do   | do                                     | 512 10    |           |
| do           | J. B. Fairgrieve & Son. | do       | do                            | do   | do                                     | 294 30    |           |
| do           | A. M. Robertson.        | do       | do                            | do   | do                                     | 361 62    |           |
| do           | H. A. Young             | do       | do                            | do   | do                                     | 481 86    | 24,913 98 |
| do           | Capt. N. J. Wagle.      | do       | St. Catharines and Dalhousie. | Overpaid tolls on excursions.                                  | do                                     | 33 94     |           |
| do           | Capt. J. Read           | do       | Dalhousie.                    | do ice   | do                                     | 5 80      | 39 74     |
| St. Lawrence | Rev. J. Metzler.        | 1890.    | Williamsburg                  | Total refunds, Welland Canal.                                  | do                                     | 24,953 72 |           |
| do           | Montreal Trans. Co.     | Sept. 22 | Cornwall and Montreal.        | Excursion  | do                                     | 13 50     |           |
| do           | do                      | Nov. 3   | Cornwall                      | Material for canal construction                                | do                                     | 56 32     |           |
| do           | do                      | Dec. 24  | do                            | Overpayment on R. R. iron                                      | do                                     | 17 35     |           |
| do           | K. & M. Forwarding Co.  | do 24    | do                            | Grain  | do                                     | 45 12     |           |
|              |                         | 1891.    |                               | do   | do                                     | 186 92    |           |
| do           | Drummond, McCall & Co.  | Feb. 2   | Lachine                       | Overcharge of wharfage on pig iron                             | do                                     | 8 40      |           |
| do           | Capt. O. Gillespie.     | April 6  | do                            | Overcharge owing to difference in registered tonnage of vessel | do                                     | 98 23     |           |
| Ottawa.      | D. Murphy & Co.         | 1890.    | Grenville                     | Total refunds, St. Lawrence Canal                              | do                                     | 425 84    |           |
| do           | do                      | Aug. 23  | Ottawa & Grenville            | Tolls twice paid   | do                                     | 35 57     |           |
|              |                         |          |                               | Unused let-passes  | do                                     | 60 47     |           |

No. 6.—REFUNDS, 1889-90—*Concluded.*  
CANAL TOLLS—*Continued.*

| Canal.        | To whom Paid.          | Date.             | Office.             | Refund of Tolls on                                       | Under what Authority Refunded. | Amount. | Total.    |
|---------------|------------------------|-------------------|---------------------|--|--------------------------------|---------|-----------|
|               |                        |                   |                     |  |                                | \$ cts. | \$ cts.   |
| Ottawa.....   | Geo. Harris.....       | 1891.<br>June 11. | Ottawa & St. Anne's | Overpayment of tolls.....                                | .....                          | 13 84   | 109 98    |
| Chambly ..... | Bissett & Donaghy..... | Nov. 20.          | St. John .....      | Total refunds, Ottawa Canals..<br>Unused let-passes..... | .....                          | .....   | 22 12     |
|               |                        |                   |                     |  |                                |         | 25,511 56 |

HYDRAULIC RENTS REFUNDS.

|                  |                     |          |               |  |       |       |
|------------------|---------------------|----------|---------------|--|-------|-------|
| St. Lawrence ... | G. P. Anderson..... | April 3. | Cardinal..... | Overcharged rent, land taken by De-<br>partment..... | ..... | 32 00 |
|------------------|---------------------|----------|---------------|--|-------|-------|

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

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, 30th September, 1891.

APPENDIX A—Continued—CANALS.

No. 7.—GENERAL STATEMENT showing the Quantity of each Article transported on the Welland Canal, and the Amount of Revenue collected during the Fiscal Year ended 30th June, 1891.

| ARTICLES.  | From Canadian to Canadian Ports. |       | From Canadian to United States Ports. |       | From United States to Canadian Ports. |       | Tons.   |        | Total Tons. | Amount of Tolls, Up. | Amount of Tolls, Down. | Total Amount of Tolls. |
|--|----------------------------------|-------|---------------------------------------|-------|---------------------------------------|-------|---------|--------|-------------|----------------------|------------------------|------------------------|
|  | Up.                              | Down. | Up.                                   | Down. | Up.                                   | Down. | Up.     | Down.  |             |                      |                        |                        |
| Ashes, pot and pearl.....                            |                                  | 7     |                                       |       |                                       |       |         | 45     | 45          | \$ cts.              | \$ cts.                | \$ cts.                |
| Apples.....  | 104                              |       | 27                                    |       |                                       | 38    |         | 104    | 131         | 9 00                 | 2 64                   | 9 00                   |
| Agricultural products not enumerated, vegetable..... |                                  |       | 18                                    | 200   |                                       |       | 1       | 18     | 201         | 4 05                 |                        | 6 69                   |
| Agricultural products not enumerated, animal.....    |                                  |       |                                       |       |                                       |       |         | 201    | 219         | 2 70                 | 10 20                  | 12 90                  |
| Agricultural implements.....                         |                                  |       |                                       |       |                                       | 14    |         | 14     | 14          |                      | 2 80                   | 2 80                   |
| Barley.....  |                                  |       | 1,710                                 |       |                                       |       | 1,710   | 6,537  | 8,247       | 256 50               |                        | 1,563 90               |
| Bricks.....  | 94                               |       | 31                                    |       |                                       |       | 204     | 4      | 208         | 25 95                | 0 80                   | 26 75                  |
| Bones.....   | 1                                |       |                                       |       |                                       |       | 1       |        | 1           | 0 02                 |                        | 0 02                   |
| Brimstone.....                                       |                                  |       |                                       |       |                                       |       | 680     |        | 680         | 102 00               |                        | 102 00                 |
| Cement and water lime.....                           | 3                                |       |                                       | 5     |                                       |       | 416     | 5      | 421         | 62 01                | 0 63                   | 62 64                  |
| Clay, lime and sand.....                             | 130                              | 135   |                                       |       |                                       |       | 120     | 135    | 255         | 6 19                 | 11 75                  | 17 94                  |
| Coal.....  |                                  |       |                                       |       |                                       |       | 214,989 | 21,301 | 236,290     | 42,997 30            | 2,977 10               | 46,974 30              |
| Corn.....  |                                  |       | 3                                     |       |                                       |       | 248,317 | 8      | 248,314     | 0 45                 | 49,662 60              | 49,663 05              |
| Cattle.....  | 2                                |       |                                       |       |                                       |       | 2       |        | 2           | 0 04                 |                        | 0 04                   |
| Cotton, raw.....                                     |                                  |       |                                       |       |                                       |       |         |        |             |                      |                        |                        |
| Crockery and earthenware.....                        | 5                                |       |                                       |       |                                       |       | 5       |        | 5           | 0 10                 |                        | 0 10                   |
| Dye wood and dye stuffs.....                         |                                  |       |                                       |       |                                       |       |         |        |             |                      |                        |                        |
| Fish.....  |                                  | 49    |                                       |       |                                       |       | 170     | 49     | 219         | 25 50                | 9 80                   | 35 30                  |
| Flax and hemp.....                                   |                                  |       |                                       |       |                                       |       |         |        |             |                      |                        |                        |
| Flour.....   | 5,171                            |       |                                       |       |                                       |       |         | 15,754 | 15,754      |                      | 2,245 92               | 2,245 92               |
| Furniture.....                                       | 1                                |       |                                       |       |                                       |       | 9       | 20     | 29          | 1 85                 | 3 83                   | 5 18                   |
| Gypsum, crude.....                                   |                                  |       |                                       |       |                                       |       |         | 205    | 205         |                      | 2 56                   | 2 56                   |
| Glass, all kinds.....                                | 3                                |       |                                       |       |                                       |       | 39      | 1      | 40          | 5 72                 | 0 20                   | 5 92                   |
| Hay, pressed.....                                    |                                  |       | 30                                    |       |                                       |       |         |        |             |                      |                        |                        |
| Hogs.....  |                                  |       |                                       |       |                                       |       |         |        |             |                      |                        |                        |
| Horses.....  | 34                               | 10    | 3                                     |       |                                       |       | 38      | 14     | 52          | 1 28                 | 1 04                   | 2 32                   |
| Hides and skins, horns and hoofs.....                |                                  |       |                                       |       |                                       |       | 73      |        | 73          | 10 95                |                        | 10 95                  |
| Ice.....   |                                  |       | 3,100                                 |       |                                       |       | 4,300   |        | 4,300       | 215 00               |                        | 215 00                 |
| Iron, railway.....                                   |                                  |       |                                       |       |                                       |       |         |        |             |                      |                        |                        |
| " pig.....   |                                  |       |                                       |       |                                       |       |         |        |             |                      |                        |                        |

No. 7.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—Continued.

| ARTICLES.  | From Canadian to Canadian Ports. |       | From Canadian to United States Ports. |       | From United States to United States Ports. |       | From United States to Canadian Ports. |       | Tons.  |        | Total Tons. | Amount of Tolls, Up. | Amount of Tolls, Down. | Total Amount of Tolls. |
|--|----------------------------------|-------|---------------------------------------|-------|--|-------|---------------------------------------|-------|--------|--------|-------------|----------------------|------------------------|------------------------|
|  | Up.                              | Down. | Up.                                   | Down. | Up.  | Down. | Up.                                   | Down. | Up.    | Down.  |             |                      |                        |                        |
|  |                                  |       |                                       |       |  |       |                                       |       |        |        |             |                      |                        |                        |
| Iron, all other                                  | 17                               | 494   |                                       |       | 587  |       |                                       |       | 826    | 494    | 1,320       | 122 01               | 98 62                  | 220 63                 |
| Iron ore   |                                  |       |                                       |       |  |       |                                       |       | 5,238  |        | 5,238       | 261 90               |                        | 261 90                 |
| Kryolite chemical ore and other ore, except iron |                                  |       |                                       |       |  |       |                                       | 1,474 |        | 3,094  | 3,094       |                      |                        | 154 70                 |
| Lard and lard oil.                               |                                  |       |                                       |       |  |       | 108                                   |       | 2      | 109    | 111         | 0 30                 | 21 80                  | 22 10                  |
| Meat, all kinds.                                 | 1                                |       |                                       |       |  |       | 232                                   |       | 2      | 26,231 | 26,233      | 0 30                 | 5,246 20               | 5,246 50               |
| Meats, other than pork                           |                                  |       |                                       |       |  |       | 16                                    |       | 16     | 16     | 32          | 2 40                 | 3 20                   | 5 60                   |
| Marble.  |                                  |       |                                       |       |  |       | 4,931                                 |       | 4,931  | 4,931  | 4,931       | 739 65               |                        | 739 65                 |
| Manilla.   |                                  |       |                                       |       |  |       | 114                                   |       | 114    | 114    | 114         | 17 10                |                        | 17 10                  |
| Molasses.  |                                  |       |                                       |       |  |       | 74                                    |       | 75     | 75     | 75          | 11 25                |                        | 11 25                  |
| Nails.   | 65                               |       |                                       |       |  |       |                                       |       | 123    | 123    | 123         | 10 22                |                        | 10 22                  |
| Oats.  |                                  | 146   |                                       |       |  |       |                                       |       | 28,645 | 28,645 | 28,645      | 5,728 25             |                        | 5,728 25               |
| Oil, in barrels.                                 | 7                                |       |                                       |       |  |       | 47                                    |       | 56     | 6      | 62          | 2 31                 | 1 20                   | 3 51                   |
| Oil cake   |                                  |       |                                       |       |  |       |                                       |       | 2      |        | 2           |                      | 0 40                   | 0 40                   |
| Pease  |                                  | 390   |                                       |       |  |       |                                       |       | 404    |        | 404         |                      | 80 80                  | 80 80                  |
| Potatoes.  | 16                               |       |                                       |       |  |       | 14                                    |       | 28     | 1      | 29          | 2 39                 | 0 20                   | 2 59                   |
| Pork.  |                                  |       |                                       |       |  |       | 1                                     |       | 2      | 398    | 400         | 0 30                 | 79 60                  | 79 90                  |
| Paint.   | 8                                |       |                                       |       |  |       | 65                                    |       | 176    |        | 176         | 25 36                |                        | 25 36                  |
| Pitch and tar.                                   |                                  |       |                                       |       |  |       | 337                                   |       | 603    |        | 603         | 90 45                |                        | 90 45                  |
| Rags.  |                                  |       |                                       |       |  |       |                                       |       | 817    |        | 817         | 122 55               |                        | 122 55                 |
| Rye.   | 337                              |       |                                       |       |  |       |                                       |       |        |        |             |                      |                        |                        |
| Rosin.   |                                  |       |                                       |       |  |       |                                       |       | 361    | 1,102  | 1,463       | 52 58                | 220 40                 | 272 98                 |
| Salt.  | 14                               | 1,102 |                                       |       |  |       |                                       |       |        | 6,897  | 6,897       | 1,379 40             |                        | 1,379 40               |
| Stone intended for cutting.                      |                                  | 380   |                                       |       |  |       |                                       |       | 195    | 202    | 397         | 3 66                 | 40 40                  | 44 06                  |
| do wrought                                       | 195                              |       |                                       |       |  |       |                                       |       |        |        |             |                      |                        |                        |
| do not suitable for cutting; unwrought.          |                                  |       |                                       |       |  |       |                                       |       |        |        |             |                      |                        |                        |
| Seeds, all kinds.                                | 271                              | 98    |                                       |       |  |       |                                       |       | 6,933  | 98     | 7,031       | 680 46               | 1 22                   | 681 68                 |
| Sheep.   |                                  |       |                                       |       |  |       |                                       |       | 18     | 131    | 149         | 2 70                 | 26 50                  | 28 90                  |
| Soda ash.  | 2                                |       |                                       |       |  |       |                                       |       | 980    |        | 980         | 146 74               |                        | 146 74                 |
| Steel.   |                                  |       |                                       |       |  |       |                                       |       | 226    |        | 226         | 33 90                |                        | 33 90                  |
| Sugar.   | 91                               |       |                                       |       |  |       |                                       |       | 855    |        | 855         | 117 53               |                        | 117 53                 |
| Spirits, beer, &c.                               | 14                               | 98    |                                       |       |  |       |                                       |       | 26     | 270    | 286         | 3 64                 | 54 00                  | 57 64                  |
| Tobacco, raw                                     | 2                                | 1     |                                       |       |  |       |                                       |       | 3      | 1      | 4           | 0 45                 | 0 20                   | 0 65                   |
| Tallow.  |                                  |       |                                       |       |  |       |                                       |       | 58     | 54     | 112         | 8 70                 | 10 80                  | 19 50                  |



No. 7.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—Continued.

| ARTICLES.   | From Canadian to Canadian Ports. |        | From Canadian to United States Ports. |       | From United States to United States Ports. |         | From United States to Canadian Ports. |         | Tons.   |         | Total Tons. | Amount of Tolls, Up. |      | Amount of Tolls, Down. |      | Total Amount of Tolls. |
|---|----------------------------------|--------|---------------------------------------|-------|--|---------|---------------------------------------|---------|---------|---------|-------------|----------------------|------|------------------------|------|------------------------|
|   | Up.                              | Down.  | Up.                                   | Down. | Up.  | Down.   | Up.                                   | Down.   | Up.     | Down.   |             | \$                   | cts. | \$                     | cts. |                        |
| Nails.....  | 47                               |        | 410                                   |       |  |         |                                       |         | 457     |         | 457         |                      |      |                        |      |                        |
| Oil, in barrels.....                                  | 26                               |        | 6                                     |       |  |         |                                       |         | 32      |         | 32          |                      |      |                        |      |                        |
| Paint.....  | 7                                |        | 55                                    |       |  |         |                                       |         | 62      |         | 62          |                      |      |                        |      |                        |
| Pitch and tar.....                                    | 1                                |        | 16                                    |       |  |         |                                       |         | 17      |         | 17          |                      |      |                        |      |                        |
| Resin.....  | 1                                |        |                                       |       |  |         |                                       |         | 1       |         | 1           |                      |      |                        |      |                        |
| Salt.....   | 228                              |        | 6,156                                 |       | 836  |         |                                       |         | 7,220   |         | 7,220       |                      |      |                        |      |                        |
| Seeds, all kinds.....                                 |                                  |        | 100                                   |       |  |         |                                       |         | 100     |         | 100         |                      |      |                        |      |                        |
| Soda ash.....   |                                  |        | 163                                   |       | 360  |         |                                       |         | 523     |         | 523         |                      |      |                        |      |                        |
| Sugar.....  |                                  |        | 175                                   |       |  |         |                                       |         | 175     |         | 175         |                      |      |                        |      |                        |
| Spirits, beer, &c.....                                | 20                               |        | 212                                   |       | 232  |         |                                       |         | 232     |         | 232         |                      |      |                        |      |                        |
| Tin.....  |                                  |        | 37                                    |       |  |         |                                       |         | 37      |         | 37          |                      |      |                        |      |                        |
| Turpentine.....                                       | 1                                |        |                                       |       |  |         |                                       |         | 1       |         | 1           |                      |      |                        |      |                        |
| White lead.....                                       | 8                                |        | 3                                     |       |  |         |                                       |         | 11      |         | 11          |                      |      |                        |      |                        |
| Whiting.....  | 3                                |        | 49                                    |       |  |         |                                       |         | 52      |         | 52          |                      |      |                        |      |                        |
| Merchandise not enumerated.....                       | 75                               |        | 823                                   |       | 90   |         |                                       |         | 968     |         | 968         |                      |      |                        |      |                        |
| Timber passed free from Welland to Port Robinson..... |                                  | 326    |                                       |       |  |         |                                       |         |         | 326     |             |                      |      |                        |      |                        |
| Grand total, freight.....                             | 23,394                           | 65,779 | 21,531                                | 8,355 | 248,492                                    | 315,364 | 20,063                                | 256,524 | 313,490 | 646,022 | 959,502     |                      |      |                        |      |                        |
| Total tolls on vessels.....                           |                                  |        |                                       |       |  |         |                                       |         |         |         |             |                      |      |                        |      |                        |
| do passengers.....                                    |                                  |        |                                       |       |  |         |                                       |         |         |         |             |                      |      |                        |      |                        |
| do free goods.....                                    |                                  |        |                                       |       |  |         |                                       |         |         |         |             |                      |      |                        |      |                        |
| Fines and damages.....                                |                                  |        |                                       |       |  |         |                                       |         |         |         |             |                      |      |                        |      |                        |
| Other receipts.....                                   |                                  |        |                                       |       |  |         |                                       |         |         |         |             |                      |      |                        |      |                        |
| Total revenue, exclusive of hydraulic rents.....      |                                  |        |                                       |       |  |         |                                       |         |         |         |             |                      |      |                        |      |                        |
|   |                                  |        |                                       |       |  |         |                                       |         |         |         |             | 7,784 45             |      | 8,122 94               |      | 15,907 39              |
|   |                                  |        |                                       |       |  |         |                                       |         |         |         |             | 172 27               |      | 181 28                 |      | 353 55                 |
|   |                                  |        |                                       |       |  |         |                                       |         |         |         |             |                      |      |                        |      | 1,153 38               |
|   |                                  |        |                                       |       |  |         |                                       |         |         |         |             |                      |      |                        |      | 101 59                 |
|   |                                  |        |                                       |       |  |         |                                       |         |         |         |             | 59,519 88            |      | 127,811 68             |      | 188,586 53             |

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

DEPARTMENT OF RAILWAYS AND CANALS.  
OTTAWA, 30th September, 1891.

APPENDIX A—Continued—CANALS.

No. 8.—STATEMENT showing the Quantity of each Article of Through Freight transported on the Welland Canal, and the Amount of Tolls collected thereon, during the Fiscal Year ended 30th June, 1891.

| ARTICLES.  | From Canadian to Canadian Ports. |       | From Canadian to United States Ports. |       | From United States to Canadian Ports. |       | Tons.   |       | Total Tons. | Amount of Tolls, Up. |         | Amount of Tolls, Down. | Total Amount of Tolls. |
|--|----------------------------------|-------|---------------------------------------|-------|---------------------------------------|-------|---------|-------|-------------|----------------------|---------|------------------------|------------------------|
|  | Up.                              | Down. | Up.                                   | Down. | Up.                                   | Down. | Up.     | Down. |             | \$ cts.              | \$ cts. |                        | \$ cts.                |
| Ashes, pot and pearl.....                            |                                  | 7     |                                       |       |                                       |       |         |       | 45          |                      |         | 9 00                   | 9 00                   |
| Apples.....  |                                  |       | 27                                    |       |                                       |       | 27      |       | 27          | 4 05                 |         |                        | 4 05                   |
| Agricultural products not enumerated, vegetable..... |                                  |       | 18                                    |       |                                       |       |         |       | 19          | 2 70                 |         | 0 20                   | 2 90                   |
| Agricultural products not enumerated, animal.....    |                                  |       |                                       |       |                                       |       |         |       | 14          |                      |         | 2 80                   | 2 80                   |
| Agricultural implements.....                         |                                  |       |                                       |       |                                       |       | 1,710   | 6,537 | 8,247       | 256 50               |         | 1,307 40               | 1,563 90               |
| Barley.....  | 50                               |       | 31                                    |       |                                       | 4     | 160     |       | 164         | 24 00                |         | 0 80                   | 24 80                  |
| Bricks.....  |                                  |       |                                       |       |                                       |       |         |       |             |                      |         |                        |                        |
| Bones.....   |                                  |       |                                       |       |                                       |       |         |       | 680         | 102 00               |         |                        | 102 00                 |
| Brinestone.....                                      |                                  |       |                                       |       |                                       |       | 680     |       |             |                      |         |                        |                        |
| Cement and water lime.....                           |                                  |       |                                       |       |                                       |       | 413     |       | 413         | 61 95                |         |                        | 61 95                  |
| Clay, lime and sand.....                             |                                  |       |                                       |       |                                       |       |         |       |             |                      |         |                        |                        |
| Coal.....  |                                  |       |                                       |       |                                       |       | 194,973 | 1,382 | 19,919      | 214,983              | 21 301  | 236 284                | 45,973 70              |
| Corn.....  |                                  |       |                                       |       |                                       |       | 165,674 |       | 82,638      | 3                    | 248,312 | 0 45                   | 49,662 85              |
| Cattle.....  |                                  |       | 3                                     |       |                                       |       |         |       |             |                      |         |                        |                        |
| Fish.....  | 49                               |       |                                       |       |                                       |       | 170     |       | 170         | 49                   | 25 50   | 9 80                   | 35 30                  |
| Flax and hemp.....                                   |                                  |       |                                       |       |                                       |       |         |       |             |                      |         |                        |                        |
| Flour.....   |                                  |       |                                       |       |                                       |       |         |       |             |                      |         |                        |                        |
| Furniture.....                                       |                                  |       | 8                                     |       |                                       |       | 10,373  |       | 10,563      |                      |         | 2,116 60               | 2,116 60               |
| Gypsum.....  | 2                                |       |                                       |       |                                       |       | 1       | 16    | 3           |                      | 1 35    | 3 80                   | 5 15                   |
| Glass, all kinds.....                                |                                  |       | 30                                    |       |                                       |       | 6       |       | 1           | 38                   | 5 70    | 0 20                   | 5 90                   |
| Hay, pressed.....                                    |                                  |       |                                       |       |                                       |       |         |       |             |                      |         |                        |                        |
| Hogs.....  |                                  |       |                                       |       |                                       |       |         |       |             |                      |         |                        |                        |
| Horses.....  |                                  |       | 3                                     |       |                                       |       | 1       |       |             |                      |         |                        |                        |
| Hides and skins, horns and hoofs.....                |                                  |       |                                       |       |                                       |       |         |       |             |                      |         |                        |                        |
| Ice.....   |                                  |       | 3,100                                 |       |                                       |       | 73      |       | 73          | 10 95                |         | 0 80                   | 1 40                   |
| Iron, railway.....                                   |                                  |       |                                       |       |                                       |       | 1,200   |       | 4,300       | 215 00               |         |                        | 10 95                  |
| do pig.....  |                                  |       |                                       |       |                                       |       |         |       |             |                      |         |                        | 215 00                 |
| do all other.....                                    |                                  |       |                                       |       |                                       |       |         |       |             |                      |         |                        |                        |
| do ore.....  | 493                              | 223   |                                       |       |                                       |       | 587     |       | 1,302       | 121 35               |         | 98 60                  | 219 95                 |
|  |                                  | 5,238 |                                       |       |                                       |       | 5,238   |       | 5,238       | 261 90               |         |                        | 261 90                 |



No. 8—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—Continued.

| ARTICLES   | From Canadian to Canadian Ports. |       | From Canadian to United States Ports. |       | From United States to United States Ports. |       | From United States to Canadian Ports. |       | Tons.  |       | Total Tons. | Amount of Tolls, Up. | Amount of Tolls, Down. | Total Amount of Tolls. |
|--|----------------------------------|-------|---------------------------------------|-------|--|-------|---------------------------------------|-------|--------|-------|-------------|----------------------|------------------------|------------------------|
|  | Up.                              | Down. | Up.                                   | Down. | Up.  | Down. | Up.                                   | Down. | Up.    | Down. |             |                      |                        |                        |
| Kryolite chemical ore and other ore, except iron.. |                                  |       |                                       |       |  |       |                                       |       |        |       | 3,094       | \$ cts.              | \$ cts.                | \$ cts.                |
| Lard and lard oil                                  |                                  |       | 2                                     |       |  |       |                                       |       | 2      |       | 3,094       |                      | 154 70                 | 154 70                 |
| Meal, all kinds.....                               | 1                                |       |                                       |       | 1  |       |                                       |       | 2      | 108   | 111         | 0 30                 | 21 80                  | 22 10                  |
| Meats, other than pork                             |                                  |       | 16                                    |       | 25,999                                     |       |                                       |       | 2      | 232   | 26,231      | 0 30                 | 5,246 20               | 5,246 50               |
| Manilla.....                                       |                                  |       |                                       |       | 16   |       |                                       |       | 16     |       | 16          | 2 40                 | 3 20                   | 5 60                   |
| Marble.....  |                                  |       |                                       |       | 114  |       |                                       |       | 4,931  |       | 114         | 17 10                |                        | 17 10                  |
| Molasses.....                                      |                                  |       |                                       |       | 4,931                                      |       |                                       |       | 75     |       | 4,931       | 739 65               |                        | 739 65                 |
| Nails.....   | 2                                |       | 58                                    |       | 74   |       |                                       |       | 60     |       | 75          | 11 25                |                        | 11 25                  |
| Oats.....  |                                  |       |                                       |       |  |       |                                       |       | 28,499 |       | 28,499      | 9 00                 |                        | 9 00                   |
| Oil, in barrels.                                   |                                  |       | 2                                     |       |  |       |                                       |       | 2      |       | 2           | 0 30                 | 1 20                   | 1 50                   |
| Oil cake.....                                      |                                  |       |                                       |       |  |       |                                       |       | 2      |       | 2           |                      | 0 40                   | 0 40                   |
| Pease.....   |                                  | 390   |                                       |       | 14   |       |                                       |       | 404    |       | 404         |                      | 80 80                  | 80 80                  |
| Potatoes.....                                      |                                  |       | 12                                    |       | 1  |       |                                       |       | 12     |       | 13          | 1 80                 | 0 20                   | 2 00                   |
| Pork.....  |                                  |       | 2                                     |       | 64   |       |                                       |       | 2      | 398   | 400         | 0 30                 | 79 60                  | 79 90                  |
| Print.....   |                                  |       | 3                                     |       | 165  |       |                                       |       | 168    |       | 168         | 25 20                |                        | 25 20                  |
| Pitch and tar.....                                 |                                  |       | 266                                   |       | 337  |       |                                       |       | 603    |       | 603         | 90 45                |                        | 90 45                  |
| Rags.....  | 337                              |       | 490                                   |       |  |       |                                       |       | 817    |       | 817         | 122 55               |                        | 122 55                 |
| Rye.....   |                                  |       |                                       |       |  |       |                                       |       |        |       |             |                      |                        |                        |
| Rosin.....   |                                  |       |                                       |       |  |       |                                       |       |        |       |             |                      |                        |                        |
| Salt.....  | 2                                | 1,102 | 105                                   |       | 242  |       |                                       |       | 349    |       | 1,102       | 52 35                | 220 40                 | 272 75                 |
| Stone intended for cutting                         |                                  | 380   |                                       |       |  |       |                                       |       |        |       | 6,897       |                      | 1,379 40               | 1,379 40               |
| do wrought.....                                    |                                  |       |                                       |       |  |       |                                       |       |        |       | 202         |                      | 40 40                  | 40 40                  |
| do not suitable for cutting, unwrought.            |                                  |       |                                       |       |  |       |                                       |       |        |       |             |                      |                        |                        |
| Seeds, all kinds.....                              |                                  |       |                                       |       | 6,662                                      |       |                                       |       | 6,662  |       | 6,662       | 606 20               |                        | 606 20                 |
| Sheep.....   |                                  |       | 18                                    |       | 130  |       |                                       |       | 18     |       | 148         | 2 70                 | 26 20                  | 28 90                  |
| Soda ash.....                                      |                                  |       |                                       |       |  |       |                                       |       |        |       |             |                      |                        |                        |
| Steel.....   |                                  |       |                                       |       | 978  |       |                                       |       | 978    |       | 978         | 146 70               |                        | 146 70                 |
| Sugar.....   | 9                                |       | 26                                    |       | 378  |       |                                       |       | 226    |       | 226         | 33 90                |                        | 33 90                  |
| Spirits, beer, &c.....                             |                                  |       |                                       |       |  |       |                                       |       | 773    |       | 773         | 115 95               |                        | 115 95                 |
| Tobacco, raw.....                                  | 12                               | 98    | 12                                    |       |  |       |                                       |       | 24     | 270   | 294         | 3 60                 | 54 00                  | 57 60                  |
| Tallow.....  | 2                                | 1     | 1                                     |       |  |       |                                       |       | 3      |       | 4           | 0 45                 | 0 20                   | 0 65                   |
| Tin.....   |                                  |       |                                       |       | 58   |       |                                       |       | 58     |       | 112         | 8 70                 | 10 80                  | 19 50                  |
| Turpentine.....                                    |                                  |       |                                       |       |  |       |                                       |       |        |       |             |                      |                        |                        |

|  |        |        |         |         |         |         |           |            |            |
|--|--------|--------|---------|---------|---------|---------|-----------|------------|------------|
| Wheat.....   | 24,681 |        | 32,817  | 88,174  | 145,672 | 145,672 | 29,134 40 | 29,134 40  | 29,134 40  |
| White lead.....  |        | 3      |         |         |         | 3       | 0 45      |            | 0 45       |
| Whiting.....   | 1      |        |         |         |         | 1       | 0 15      |            | 0 15       |
| Wool.....  |        |        | 166     |         |         | 166     |           | 33 20      | 33 20      |
| All other goods and merchandise,<br>not enumerated.....                    | 92     | 8      | 34,173  | 155     | 34,534  | 2,392   | 5,180 10  | 478 40     | 5,158 50   |
| Bark.....  |        | 269    |         |         |         |         |           |            |            |
| Barrels, empty.....  |        | 4      | 74      |         | 78      | 7       | 14 84     | 1 32       | 16 16      |
| Boat knees.....  |        |        |         |         |         |         |           |            |            |
| Floats.....  |        |        |         |         |         |         |           |            |            |
| Fire wood, in vessels.....   |        | 738    |         |         |         | 738     |           | 49 20      | 49 20      |
| do rafts.....  |        |        |         |         |         |         |           |            |            |
| Hoops.....   |        |        |         |         |         |         |           |            |            |
| Hop poles.....   |        |        |         |         |         |         |           |            |            |
| Lumber, sawn, in vessels.....  |        | 719    |         | 3,707   |         | 51,180  |           | 9,207 26   | 9,207 26   |
| do rafts.....  |        |        |         |         |         |         |           |            |            |
| Masts, spars and telegraph poles, in<br>vessels.....                       |        |        |         |         |         |         |           |            |            |
| Railway ties, in vessels.....  |        |        |         |         |         |         |           |            |            |
| do rafts.....  |        |        |         |         |         |         |           |            |            |
| Saw logs.....  |        |        |         |         |         |         |           |            |            |
| Staves and headings, barrel.....   |        |        |         |         |         |         |           |            |            |
| do pipe.....   |        |        |         |         |         |         |           |            |            |
| do West India.....   |        |        |         | 114     |         | 114     |           | 21 31      | 21 31      |
| Staves, salt barrel.....   |        |        |         | 36      |         | 36      |           | 6 75       | 6 75       |
| Shingles.....  |        |        |         |         |         |         |           |            |            |
| Split posts and fence rails, in vessels.....                               |        |        |         |         |         |         |           |            |            |
| do do rafts.....   |        |        |         |         |         |         |           |            |            |
| Timber, square, in vessels.....  |        | 10,649 |         |         |         |         |           |            |            |
| do rafts.....  |        |        |         |         |         |         |           |            |            |
| Traverses.....   |        |        |         | 52,100  |         | 62,749  |           | 9,519 83   | 9,519 83   |
| Woodenware and wood partly man-<br>ufactured.....                          |        |        | 4       |         |         |         |           |            |            |
| Total freight paying tolls.....  | 510    | 39,315 | 246,977 | 256,068 | 279,150 | 617,858 | 51,338 89 | 117,670 47 | 169,009 36 |
| <i>Free articles having paid full tolls on<br/>the St. Lawrence Canal.</i> |        |        |         |         |         |         |           |            |            |
| Ashes, pot and pearl.....  |        |        |         |         |         |         |           |            |            |
| Agricultural products, vegetable.....                                      |        |        |         |         |         |         |           |            |            |
| Bricks.....  |        |        |         |         |         |         |           |            |            |
| Cement and water lime.....   | 97     |        | 149     |         |         |         |           |            |            |
| Clay, lime and sand.....   | 2      |        |         |         |         |         |           |            |            |
| Crockery and earthenware.....  | 58     |        | 8       |         |         |         |           |            |            |
| Fish.....  |        |        |         |         |         |         |           |            |            |
| Flax and hemp.....   |        |        |         |         |         |         |           |            |            |
| Glass, all kinds.....  | 2      |        |         |         |         |         |           |            |            |
| Iron, railway.....   | 14,125 |        |         |         |         |         |           |            |            |
| “ pig.....   | 20     |        |         |         |         |         |           |            |            |

No. 8.—GENERAL STATEMENT showing the Quantity of each Article transported, &c—Concluded.

| ARTICLES.                   | From Canadian to Canadian Ports. |        | From Canadian to United States Ports. |       | From United States to United States Ports. |         | From United States to Canadian Ports. |         | Tons.   |         | Total Tons. | Amount of Tolls, Up. | Amount of Tolls, Down. | Total Amount of Tolls. |
|-----------------------------|----------------------------------|--------|---------------------------------------|-------|--|---------|---------------------------------------|---------|---------|---------|-------------|----------------------|------------------------|------------------------|
|                             | Up.                              | Down.  | Up.                                   | Down. | Up.  | Down.   | Up.                                   | Down.   | Up.     | Down.   |             |                      |                        |                        |
| Iron, all other .....       | 551                              |        |                                       |       |  |         |                                       |         | 706     |         | 706         | \$                   | cts.                   | \$ cts.                |
| Lard and lard oil.....      |                                  |        |                                       |       | 72   |         |                                       |         | 72      |         | 72          |                      |                        |                        |
| Meats, other than pork..    |                                  |        |                                       |       |  |         |                                       |         | 1       |         | 1           |                      |                        |                        |
| Nails .....                 | 47                               |        | 410                                   |       |  |         |                                       |         | 457     |         | 457         |                      |                        |                        |
| Oil, in barrels.....        | 26                               |        | 6                                     |       |  |         |                                       |         | 32      |         | 32          |                      |                        |                        |
| Paint .....                 | 7                                |        | 55                                    |       |  |         |                                       |         | 62      |         | 62          |                      |                        |                        |
| Pitch and tar .....         | 1                                |        | 16                                    |       |  |         |                                       |         | 17      |         | 17          |                      |                        |                        |
| Rosin .....                 | 1                                |        |                                       |       |  |         |                                       |         | 1       |         | 1           |                      |                        |                        |
| Salt .....                  | 228                              |        | 6,156                                 |       | 836  |         |                                       |         | 7,220   |         | 7,220       |                      |                        |                        |
| Seeds, all kinds .....      |                                  |        | 100                                   |       |  |         |                                       |         | 100     |         | 100         |                      |                        |                        |
| Soda, ash .....             |                                  |        | 163                                   |       | 360  |         |                                       |         | 523     |         | 523         |                      |                        |                        |
| Sugar .....                 |                                  |        | 175                                   |       |  |         |                                       |         | 175     |         | 175         |                      |                        |                        |
| Spirits, beer, &c .....     | 20                               |        | 212                                   |       |  |         |                                       |         | 232     |         | 232         |                      |                        |                        |
| Tin .....                   |                                  |        | 37                                    |       |  |         |                                       |         | 37      |         | 37          |                      |                        |                        |
| Turpentine.....             | 1                                |        |                                       |       |  |         |                                       |         | 1       |         | 1           |                      |                        |                        |
| White lead.....             | 8                                |        | 3                                     |       |  |         |                                       |         | 11      |         | 11          |                      |                        |                        |
| Whiting .....               | 3                                |        | 49                                    |       |  |         |                                       |         | 52      |         | 52          |                      |                        |                        |
| Merchandise not enumerated  | 75                               |        | 823                                   |       | 90   |         |                                       |         | 988     |         | 988         |                      |                        |                        |
| Grand total, freight.....   | 15,782                           | 39,315 | 20,811                                | 7,111 | 248,492                                    | 315,364 | 20,010                                | 256,068 | 305,095 | 617,858 | 922,953     |                      |                        |                        |
| Total tolls on vessels..... |                                  |        |                                       |       |  |         |                                       |         |         |         |             | 7,368 29             | 7,749 82               | 15,108 11              |
| do passengers.....          |                                  |        |                                       |       |  |         |                                       |         |         |         |             | 42 10                | 48 90                  | 91 00                  |
| do free goods.....          |                                  |        |                                       |       |  |         |                                       |         |         |         |             |                      |                        |                        |
| Total through tolls.....    |                                  |        |                                       |       |  |         |                                       |         |         |         |             | 58,739 28            | 125,469 19             | 184,208 47             |

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

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, 30th September, 1891.

APPENDIX A—Continued—CANALS.

No. 9.—STATEMENT showing the Quantity of each Article of Way Freight transported on the Welland Canal, and the Amount of Tolls collected, during the Fiscal Year ended 30th June, 1891.

| ARTICLES.  | From Canadian to Canadian Ports. |       | From Canadian to United States Ports. |       | From United States to United States Ports. |       | From United States to Canadian Ports. |       | Tons. |       | Total Tons. | Amount of Tolls, Up. | Amount of Tolls, Down. | Total Amount of Tolls. |
|--|----------------------------------|-------|---------------------------------------|-------|--|-------|---------------------------------------|-------|-------|-------|-------------|----------------------|------------------------|------------------------|
|  | Up.                              | Down. | Up.                                   | Down. | Up.  | Down. | Up.                                   | Down. | Up.   | Down. |             | \$ cts.              | \$ cts.                | \$ cts.                |
| Ashes, pot and pearl.....                            |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                      |                        |                        |
| Apples.....  |                                  | 104   |                                       |       |  |       |                                       |       |       |       | 104         |                      |                        | 2 64                   |
| Agricultural products not enumerated, vegetable..... |                                  |       |                                       | 200   |  |       |                                       |       |       |       | 200         |                      |                        | 10 00                  |
| Agricultural products not enumerated, animal.....    |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                      |                        |                        |
| Agricultural implements.....                         |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                      |                        |                        |
| Barley.....  | 44                               |       |                                       | 46    |  |       |                                       |       | 44    |       | 46          |                      |                        | 1 15                   |
| Bricks.....  | 1                                |       |                                       |       |  |       |                                       |       | 1     |       | 1           |                      |                        | 1 96                   |
| Bones.....   |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                      |                        | 0 02                   |
| Brinstone.....                                       |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                      |                        |                        |
| Cement and water lime.....                           | 3                                |       |                                       | 5     |  |       |                                       |       | 3     |       | 5           |                      |                        | 0 69                   |
| Clay, lime and sand.....                             | 129                              | 135   |                                       |       |  |       |                                       |       | 120   | 135   | 255         |                      |                        | 17 94                  |
| Coal.....  |                                  |       |                                       |       |  |       | 6                                     |       | 6     |       | 6           |                      |                        | 0 60                   |
| Corn.....  |                                  |       |                                       |       |  |       | 2                                     |       | 2     |       | 2           |                      |                        | 0 20                   |
| Cattle.....  | 2                                |       |                                       |       |  |       |                                       |       | 2     |       | 2           |                      |                        | 0 04                   |
| Cotton (raw).....                                    |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                      |                        | 0 10                   |
| Crockery and earthenware.....                        | 5                                |       |                                       |       |  |       |                                       |       | 5     |       | 5           |                      |                        |                        |
| Dye wood and dye stuffs.....                         |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                      |                        |                        |
| Fish.....  |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                      |                        |                        |
| Flax and hemp.....                                   |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                      |                        |                        |
| Flour.....   |                                  | 5,171 |                                       |       |  |       |                                       |       |       |       | 5,171       |                      |                        | 129 32                 |
| Furniture.....                                       |                                  | 1     |                                       |       |  |       |                                       |       | 1     |       | 1           |                      |                        | 0 03                   |
| Gypsum.....  |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                      |                        |                        |
| Glass, all kinds.....                                | 1                                |       |                                       | 205   |  |       |                                       |       | 1     |       | 205         |                      |                        | 2 56                   |
| Hay, pressed.....                                    |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                      |                        | 0 02                   |
| Hops.....  |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                      |                        |                        |
| Horses.....  | 34                               |       |                                       |       |  |       |                                       |       | 34    |       | 34          |                      |                        | 0 24                   |
| Hides and skins, horns and hoofs.....                |                                  | 10    |                                       |       |  |       |                                       |       |       |       | 10          |                      |                        | 0 92                   |
| Ice.....   |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                      |                        |                        |



| All other goods and merchandise not enumerated       | 651   | 193    |     |       |    | 23  | 651   | 216    | 867    | 12 82  | 7 14     | 19 96    |
|--|-------|--------|-----|-------|----|-----|-------|--------|--------|--------|----------|----------|
| Bark   |       |        |     |       |    |     |       |        |        |        |          |          |
| Barrels, empty                                       |       |        |     |       |    |     |       |        |        |        |          |          |
| Boat knees   |       |        |     |       |    |     |       |        |        |        |          |          |
| Floats   |       |        |     |       |    |     |       |        |        |        |          |          |
| Firewood, in vessels                                 | 3,021 | 8,853  | 720 |       |    |     | 3,741 | 8,853  | 12,594 | 100 66 | 423 00   | 523 66   |
| do rafts   |       |        |     |       |    |     |       |        |        |        |          |          |
| Hoops  |       |        |     |       |    |     |       |        |        |        |          |          |
| Hop poles  |       |        |     |       |    |     |       |        |        |        |          |          |
| Lumber, sawn, in vessels                             | 226   | 5,156  |     |       |    |     | 226   | 5,156  | 5,382  | 6 21   | 537 57   | 543 78   |
| do rafts   |       | 15     |     |       |    |     |       | 15     | 15     |        | 2 08     | 2 08     |
| Masts, spars and telegraph poles, in vessels         |       | 1      |     |       |    |     |       | 1      | 1      |        | 0 25     | 0 25     |
| Masts, spars and telegraph poles, in rafts           | 23    | 3      |     |       |    |     | 23    | 3      | 26     | 0 58   | 0 25     | 0 83     |
| Railway ties, in vessels                             |       | 10     | 197 |       |    |     |       | 207    | 207    |        | 19 70    | 19 70    |
| do rafts   |       |        |     |       |    |     |       |        |        |        |          |          |
| Saw logs   | 403   | 3,765  | 501 |       |    |     | 403   | 4,356  | 4,759  | 21 92  | 224 53   | 246 45   |
| Staves and headings, barrel do do pipe do do W.India |       |        |     |       |    |     |       |        |        |        |          |          |
| Staves, salt barrel                                  |       |        |     |       |    |     |       |        |        |        |          |          |
| Shingles   |       |        |     |       |    |     |       |        |        |        |          |          |
| Split posts and fence rails, in vessels              |       |        |     |       |    |     |       |        |        |        |          |          |
| do rafts   |       |        |     |       |    |     |       |        |        |        |          |          |
| Split posts and fence rails, in rafts                | 1     |        |     |       |    |     | 1     |        | 1      | 0 15   |          | 0 15     |
| Timber square, in vessels                            | 32    | 22     |     |       |    |     | 32    | 22     | 54     | 3 31   | 2 61     | 5 92     |
| do rafts   |       |        |     |       |    |     |       |        |        |        |          |          |
| Woodenware and wood partly manufactured              |       |        |     |       |    |     |       |        |        |        |          |          |
| Total freight paying tolls                           | 7,612 | 26,138 | 720 | 1,244 | 53 | 456 | 8,385 | 27,838 | 36,223 | 224 27 | 1,836 99 | 2,061 26 |
| Timber passed free from Welland to Port Robinson.    |       | 326    |     |       |    |     |       | 326    | 326    |        |          |          |
| Grand total freight.                                 | 7,612 | 26,464 | 720 | 1,244 | 53 | 456 | 8,385 | 28,164 | 36,549 |        |          |          |
| Total way tolls on vessels                           |       |        |     |       |    |     |       |        |        |        |          |          |
| do passengers  |       |        |     |       |    |     |       |        |        | 426 16 | 373 12   | 799 28   |
| do free goods  |       |        |     |       |    |     |       |        |        | 130 17 | 192 38   | 262 55   |
| Total way tolls                                      |       |        |     |       |    |     |       |        |        | 790 60 | 2,342 49 | 3,123 09 |

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, 30th September, 1891.

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

## APPENDIX A—Continued—CANALS.

No. (A) 10.—GENERAL STATEMENT showing the Quantity of each Article transported on the St. Lawrence Canals, and the Amount of Revenue collected during the Fiscal Year ended 30th June, 1891.

| ARTICLES.                                       | From Canadian to Canadian Ports. |        | From Canadian to United States Ports. |       | From United States to United States Ports. |       | From United States to Canadian Ports. |       | Tons.  |         | Total Tons. | Amount of Tolls, Up. |      | Amount of Tolls, Down. |      | Total Amount of Tolls. |
|---|----------------------------------|--------|---------------------------------------|-------|--|-------|---------------------------------------|-------|--------|---------|-------------|----------------------|------|------------------------|------|------------------------|
|   | Up.                              | Down.  | Up.                                   | Down. | Up.  | Down. | Up.                                   | Down. | Up.    | Down.   |             | \$                   | cts. | \$                     | cts. |                        |
| Ashes, pot and pearl                            | 2                                | 64     |                                       |       |  |       |                                       |       | 22     | 64      | 86          | 3                    | 38   | 12                     | 80   | 16 18                  |
| Apples  | 43                               | 2,487  |                                       |       | 10   |       |                                       |       | 46     | 2,509   | 2,555       | 4                    | 46   | 360                    | 19   | 364 65                 |
| Agricultural products not enumerated, vegetable | 292                              | 939    | 23                                    |       |  |       |                                       |       | 315    | 939     | 1,254       | 42                   | 20   | 101                    | 27   | 143 47                 |
| Agricultural products not enumerated, animal    | 140                              | 564    |                                       |       |  |       | 31                                    |       | 171    | 564     | 735         | 13                   | 16   | 58                     | 83   | 71 99                  |
| Agricultural implements                         | 90                               | 11     |                                       |       |  |       |                                       |       | 90     | 11      | 101         | 12                   | 46   | 1                      | 80   | 14 26                  |
| Barley  | 163                              | 2,448  |                                       |       | 1  |       |                                       |       | 154    | 2,448   | 2,602       | 3                    | 53   | 48                     | 96   | 52 49                  |
| Bricks  | 12,289                           | 130    | 171                                   |       |  |       | 234                                   |       | 12,694 | 130     | 12,824      | 542                  | 91   | 8                      | 63   | 551 54                 |
| Bones   | 1                                | 112    |                                       |       |  |       |                                       |       | 1      | 112     | 113         | 0                    | 04   | 14                     | 95   | 14 99                  |
| Brinstone                                       | 200                              |        |                                       |       |  |       | 34                                    |       | 234    |         | 234         | 20                   | 80   |                        |      | 20 80                  |
| Cement and water lime                           | 2,442                            | 292    | 293                                   |       | 2  |       |                                       |       | 2,645  | 294     | 2,849       | 368                  | 31   | 20                     | 72   | 389 03                 |
| Clay, lime and sand                             | 17,640                           | 8,550  | 170                                   |       |  |       | 3,966                                 |       | 21,676 | 8,550   | 30,226      | 819                  | 44   | 533                    | 85   | 1,353 29               |
| Coal  |                                  | 82,404 |                                       |       | 1,108                                      |       | 85,209                                |       |        | 168,721 | 168,721     |                      |      | 23,613                 | 56   | 23,613 56              |
| Corn  | 24                               | 3,536  |                                       |       | 23   | 456   | 11,965                                |       | 47     | 15,957  | 16,004      | 2                    | 78   | 1,191                  | 77   | 1,194 55               |
| Cattle  | 31                               | 491    |                                       |       |  |       |                                       |       | 31     | 491     | 522         | 1                    | 62   | 37                     | 58   | 39 20                  |
| Cotton (raw)                                    | 2                                |        |                                       |       |  |       |                                       |       | 2      |         | 2           | 0                    | 30   |                        |      | 0 30                   |
| Crockery and earthenware                        | 216                              | 24     | 125                                   |       |  |       |                                       |       | 341    | 24      | 365         | 65                   | 57   | 4                      | 80   | 70 37                  |
| Dye wood and dye stuffs                         | 31                               |        |                                       |       |  |       | 209                                   |       | 240    |         | 240         | 14                   | 75   |                        |      | 14 75                  |
| Fish  | 333                              | 40     | 20                                    |       |  |       |                                       |       | 353    | 40      | 393         | 37                   | 36   | 2                      | 91   | 40 27                  |
| Flax and hemp                                   | 3                                | 2      |                                       |       |  |       |                                       |       | 3      | 2       | 5           | 0                    | 35   | 0                      | 30   | 0 65                   |
| Flour   | 923                              | 4,007  |                                       |       | 111  |       |                                       |       | 923    | 4,118   | 5,041       | 65                   | 80   | 607                    | 84   | 673 64                 |
| Furniture                                       | 237                              | 480    |                                       |       |  |       |                                       |       | 237    | 480     | 717         | 31                   | 22   | 86                     | 25   | 117 47                 |
| Gypsum  | 631                              | 208    |                                       |       |  |       |                                       |       | 631    | 208     | 839         | 9                    | 89   | 7                      | 89   | 17 78                  |
| Glass (all kinds)                               | 495                              | 68     | 11                                    |       |  |       | 8                                     |       | 514    | 68      | 582         | 99                   | 40   | 10                     | 55   | 109 95                 |
| Hay (pressed)                                   | 418                              | 415    |                                       |       | 26   |       |                                       |       | 444    | 415     | 859         | 29                   | 12   | 25                     | 89   | 55 01                  |
| Hogs  | 2                                | 46     |                                       |       |  |       |                                       |       | 2      | 46      | 48          | 0                    | 08   | 6                      | 17   | 6 25                   |
| Horses  | 127                              | 256    |                                       |       | 2  |       |                                       |       | 127    | 258     | 385         | 9                    | 11   | 19                     | 90   | 29 01                  |
| Hides and skins, horns and hoofs                | 1                                | 27     |                                       |       |  |       |                                       |       | 1      | 27      | 28          | 0                    | 04   | 3                      | 07   | 3 11                   |
| Ice   |                                  | 1,467  |                                       |       |  |       |                                       |       |        | 1,467   | 1,467       |                      |      | 206                    | 65   | 206 65                 |

|                                 |        |        |       |   |     |       |  |     |        |        |        |          |        |          |
|---------------------------------|--------|--------|-------|---|-----|-------|--|-----|--------|--------|--------|----------|--------|----------|
| Iron, railway.....              | 14,202 | 151    | 241   |   |     |       |  |     | 14,443 | 151    | 14,594 | 2,144 69 | 11 33  | 2,156 02 |
| do pig.....                     | 3,276  | 5      | 122   |   |     |       |  |     | 3,398  | 5      | 3,403  | 415 86   | 0 19   | 0 16 05  |
| do all other.....               | 9,717  | 942    | 196   |   | 2   | 7     |  |     | 9,922  | 942    | 10,864 | 639 13   | 45 70  | 714 83   |
| Iron ore.....                   |        |        |       |   |     |       |  |     |        |        |        |          |        |          |
| Kryolite chemical ore and other |        | 3,780  |       |   |     |       |  |     |        | 3,780  | 3,780  |          | 189 00 | 189 00   |
| ore, except iron.....           | 165    | 158    |       |   |     |       |  |     | 125    | 158    | 323    | 20 43    | 11 20  | 31 63    |
| Lard and lard oil.....          | 124    | 878    |       | 6 |     |       |  |     | 124    | 884    | 1,008  | 8 08     | 64 11  | 72 19    |
| Meal, all kinds.....            | 22     | 11     | 1     |   |     |       |  |     | 23     | 11     | 34     | 2 38     | 0 76   | 3 14     |
| Meats, other than pork.....     | 34     | 1      |       |   |     |       |  |     | 34     | 1      | 35     | 6 70     | 0 20   | 6 90     |
| Marble.....                     | 16     | 1      |       |   |     |       |  |     | 16     | 1      | 17     | 3 09     | 0 20   | 3 29     |
| Manilla.....                    | 639    | 144    |       |   |     |       |  |     | 850    | 144    | 994    | 117 97   | 7 20   | 125 17   |
| Molasses.....                   | 2,782  | 1,146  | 266   |   |     |       |  |     | 3,048  | 1,146  | 4,194  | 590 10   | 57 75  | 647 85   |
| Nails.....                      | 1,324  | 1,499  |       |   |     |       |  |     | 1,324  | 1,499  | 2,823  | 49 87    | 57 49  | 107 36   |
| Oats.....                       | 984    | 250    | 65    |   | 6   | 101   |  | 41  | 1,192  | 372    | 1,564  | 165 15   | 48 65  | 213 80   |
| Oil, in barrels.....            | 2      |        |       |   |     |       |  |     | 2      |        | 2      | 0 16     |        | 0 16     |
| Oil cake.....                   | 1,104  | 23,271 |       |   |     |       |  |     | 1,104  | 23,271 | 24,375 | 24 15    | 465 76 | 489 91   |
| Pease.....                      | 17     | 64     | 2     |   | 9   |       |  |     | 28     | 64     | 92     | 2 87     | 4 96   | 7 82     |
| Potatoes.....                   | 248    | 161    |       |   |     |       |  |     | 248    | 169    | 417    | 24 05    | 15 44  | 39 49    |
| Pork.....                       | 245    | 241    | 48    |   |     | 14    |  |     | 307    | 241    | 548    | 57 55    | 23 30  | 80 85    |
| Paint.....                      | 108    | 59     | 16    |   |     | 177   |  |     | 301    | 59     | 360    | 28 72    | 3 25   | 31 97    |
| Pitch and tar.....              | 3      | 130    |       |   |     |       |  |     | 3      | 130    | 133    | 0 60     | 25 20  | 25 80    |
| Rags.....                       | 1      | 1,907  |       |   |     |       |  |     | 1      | 1,907  | 1,908  | 0 08     | 38 14  | 38 22    |
| Rye.....                        | 154    | 119    |       |   |     | 2,049 |  |     | 2,203  | 119    | 2,322  | 111 08   | 5 95   | 117 03   |
| Rosin.....                      | 5,861  | 23     | 6,048 |   |     | 3     |  | 5   | 11,932 | 51     | 11,983 | 1,601 77 | 3 32   | 1,605 09 |
| Salt.....                       | 424    | 342    |       |   |     | 2,813 |  |     | 3,237  | 2,641  | 5,878  | 123 33   | 395 93 | 519 26   |
| Stone intended for cutting      | 122    | 1      |       |   |     | 42    |  |     | 164    | 1      | 165    | 8 65     | 0 20   | 8 85     |
| do wrought.....                 |        |        |       |   |     |       |  |     |        |        |        |          |        |          |
| do not suitable for cutting,    |        |        |       |   |     |       |  |     |        |        |        |          |        |          |
| unwrought.....                  | 60     | 13,935 |       |   |     |       |  |     | 60     | 13,935 | 13,995 | 1 20     | 310 50 | 311 70   |
| Seeds, all kinds.....           | 4,015  | 128    | 100   |   |     |       |  |     | 4,115  | 128    | 4,243  | 171 74   | 8 76   | 180 50   |
| Sheep.....                      |        | 149    |       |   |     |       |  |     | 149    | 149    |        |          | 11 41  | 11 41    |
| Soda ash.....                   | 656    | 33     | 971   |   |     | 30    |  |     | 1,657  | 33     | 1,690  | 321 07   | 1 80   | 322 87   |
| Steel.....                      | 141    | 20     |       |   |     |       |  |     | 141    | 20     | 161    | 20 94    | 0 76   | 21 70    |
| Sugar.....                      | 2,817  | 14     | 276   |   |     | 282   |  |     | 3,325  | 14     | 3,339  | 692 37   | 2 05   | 694 42   |
| Spirits, beer, &c.....          | 528    | 392    | 200   |   | 2   |       |  |     | 730    | 392    | 1,122  | 130 78   | 76 30  | 207 08   |
| Tobacco, raw.....               | 17     | 2      |       |   |     | 3     |  |     | 22     | 2      | 22     | 1 81     | 0 30   | 2 11     |
| Tallow.....                     | 42     | 1      |       |   |     | 14    |  |     | 56     | 1      | 57     | 6 83     | 0 15   | 6 98     |
| Tin.....                        | 513    | 108    | 7     |   |     | 1     |  |     | 521    | 108    | 629    | 98 96    | 10 05  | 109 01   |
| Turpentine.....                 | 13     | 21     |       |   |     | 92    |  |     | 105    | 21     | 126    | 7 16     | 1 05   | 8 21     |
| Wheat.....                      | 15,824 | 6,475  |       |   |     | 2,911 |  |     | 15,824 | 9,386  | 25,210 | 316 78   | 566 15 | 882 93   |
| White lead.....                 | 151    | 11     | 3     |   |     | 6     |  |     | 160    | 11     | 171    | 30 58    | 0 55   | 31 13    |
| Whiting.....                    | 633    |        | 49    |   |     | 2     |  |     | 684    |        | 684    | 136 39   |        | 136 39   |
| Wool.....                       | 8      | 5      |       |   |     |       |  |     | 8      | 5      | 13     | 1 20     | 0 75   | 1 95     |
| All other goods and merchandise |        |        |       |   |     |       |  |     |        |        |        |          |        |          |
| not enumerated.....             | 6,518  | 3,507  | 858   |   | 610 | 5     |  | 64  | 7,991  | 3,887  | 11,878 | 1,291 26 | 564 78 | 1,866 04 |
| Bark.....                       |        |        |       |   |     |       |  |     |        |        |        |          |        |          |
| Barrels, empty.....             | 304    | 26     | 2     |   | 56  |       |  | 2   | 362    | 28     | 390    | 40 93    | 4 22   | 45 15    |
| Boat knees.....                 |        |        |       |   |     |       |  |     |        |        |        |          |        |          |
| Floats.....                     | 1,000  | 4,572  |       |   |     |       |  |     | 1,000  | 4,572  | 5,572  | 4 90     | 80 01  | 84 91    |
| Firewood, in vessels.....       | 4,467  | 7,486  |       |   |     |       |  | 114 | 4,467  | 8,200  | 12,667 | 74 45    | 218 97 | 293 42   |



No. (A) 10.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—*Concluded.*

| ARTICLES.   | From Canadian to Canadian Ports. |         | From United States to United States Ports. |       | From United States to Canadian Ports. |         | Tons.   |         | Total Tons. | Amount of Tolls, Up. | Amount of Tolls, Down. | Total Amount of Tolls. |
|---|----------------------------------|---------|--|-------|---------------------------------------|---------|---------|---------|-------------|----------------------|------------------------|------------------------|
|   | Up.                              | Down.   | Up.  | Down. | Up.                                   | Down.   | Up.     | Down.   |             |                      |                        |                        |
| Hoop.   | 1                                |         |  |       |                                       |         | 1       |         | 1           | \$ 0 10              | \$ cts. 0 10           |                        |
| Hop poles   | 22,948                           | 13,888  |  |       |                                       |         | 23,621  | 16,085  | 39,706      | 666 58               | 648 11                 | 1,314 69               |
| Lumber, sawn, in vessels  |                                  | 134     | 673  | 2,197 |                                       |         |         | 134     | 134         |                      | 6 00                   | 6 00                   |
| rafts.  |                                  |         |  |       |                                       |         |         |         |             |                      |                        |                        |
| Masts, spars and telegraph poles in vessels.                      |                                  |         |  |       |                                       |         |         |         |             |                      |                        |                        |
| Masts, spars and telegraph poles in rafts.                        | 1,004                            | 18,522  |  |       |                                       |         | 1,004   | 18,522  | 18,522      |                      | 463 05                 | 463 05                 |
| Railway ties, in vessels.   |                                  |         |  |       |                                       |         |         |         | 1,004       | 20 03                |                        | 20 03                  |
| rafts.  |                                  |         |  |       |                                       |         |         |         | 20,562      |                      | 468 82                 | 468 82                 |
| Saw logs.   |                                  | 20,562  |  |       |                                       |         |         | 20,562  | 20,562      |                      | 0 17                   | 0 17                   |
| Staves, salt barrel.  |                                  | 9       |  |       |                                       |         |         | 9       | 9           |                      | 4 13                   | 4 13                   |
| Shingles  | 25                               | 24      |  |       |                                       |         | 25      | 24      | 49          | 6 74                 |                        | 10 87                  |
| Timber, square, in vessels  | 88                               | 1,631   |  |       |                                       |         | 88      | 1,631   | 1,719       | 1 36                 | 22 44                  | 23 80                  |
| rafts.  | 790                              | 8,532   |  |       |                                       |         | 790     | 8,532   | 9,262       | 18 25                | 216 55                 | 234 80                 |
| Traverses   |                                  | 10,864  |  |       |                                       |         |         | 10,864  | 10,864      |                      | 28 25                  | 28 25                  |
| Woodenware and wood partly manufactured.                          | 73                               | 27      |  |       |                                       |         | 73      | 27      | 100         | 25 00                | 6 00                   | 31 00                  |
| Total freight paying tolls.                                       | 140,836                          | 255,310 | 10,877                                     | 2,919 | 10,320                                | 102,610 | 162,781 | 362,872 | 525,653     | 12,371 95            | 32,184 43              | 44,556 38              |
| <i>Free Articles having paid full Tolls on the Welland Canal.</i> |                                  |         |  |       |                                       |         |         |         |             |                      |                        |                        |
| All other products, animal  |                                  | 14      |  |       |                                       |         |         | 14      | 14          |                      |                        |                        |
| vegetable   |                                  | 1       |  |       |                                       |         |         | 1       | 1           |                      |                        |                        |
| Ashes   |                                  | 39      |  |       |                                       |         |         | 45      | 45          |                      |                        |                        |
| Corn  |                                  | 82,025  |  |       |                                       | 3,592   |         | 85,527  | 85,527      |                      |                        |                        |
| Fish  |                                  | 49      |  |       |                                       |         |         | 49      | 49          |                      |                        |                        |
| Flour   |                                  | 1,233   |  |       |                                       |         |         | 1,233   | 1,233       |                      |                        |                        |
| Furniture   |                                  | 2       |  |       |                                       |         |         | 2       | 2           |                      |                        |                        |
| Glass   |                                  | 1       |  |       |                                       |         |         | 1       | 1           |                      |                        |                        |
| Horses.   |                                  | 2       |  |       |                                       | 1       |         | 3       | 3           |                      |                        |                        |
| Lard and lard oil.  |                                  | 100     |  |       |                                       |         |         | 100     | 100         |                      |                        |                        |
| Meals   |                                  | 205     |  |       |                                       | 28      |         | 233     | 233         |                      |                        |                        |



## APPENDIX A—Continued—CANALS.

No. 11.—STATEMENT showing the Quantity of each Article of Through Freight transported on the St. Lawrence Canals, and the Amount of Revenue collected during the Fiscal Year ended 30th June, 1891.

| ARTICLES.   | From Canadian to Canadian Ports. |        | From Canadian to United States Ports. |       | From United States to United States Ports. |       | From United States to Canadian Ports. |        | Tons.  |         | Total Tons. | Amount of Tolls Up. | Amount of Tolls Down. | Total Amount of Tolls. |
|---|----------------------------------|--------|---------------------------------------|-------|--|-------|---------------------------------------|--------|--------|---------|-------------|---------------------|-----------------------|------------------------|
|   | Up.                              | Down.  | Up.                                   | Down. | Up.  | Down. | Up.                                   | Down.  | Up.    | Down.   |             |                     |                       |                        |
| Ashes, pot and pearl .....                            |                                  | 64     | 10                                    |       |  |       |                                       |        | 10     | 64      | 74          | 2 00                | 12 80                 | \$ cts. 14 80          |
| Apples .....  |                                  | 2,335  |                                       |       |  | 22    |                                       |        |        | 2,357   | 2,357       |                     | 353 55                | 353 55                 |
| Agricultural products not enumerated, vegetable. .... | 227                              |        |                                       |       |  |       |                                       |        |        |         |             |                     |                       |                        |
| Agricultural products not enumerated, animal. ....    |                                  | 327    |                                       |       |  |       |                                       |        |        | 587     | 837         | 37 50               | 88 05                 | 125 55                 |
| Agricultural implements. ....                         |                                  | 8      |                                       |       |  |       |                                       |        |        | 327     | 327         |                     | 49 05                 | 49 05                  |
| Barley .....  |                                  | 906    |                                       |       |  |       |                                       |        |        | 906     | 906         |                     | 18 12                 | 18 12                  |
| Bark .....  | 307                              |        |                                       |       |  |       |                                       |        | 557    | 557     | 557         | 83 55               |                       | 83 55                  |
| Bricks .....  |                                  | 88     | 174                                   |       | 76   |       |                                       |        |        | 88      | 88          |                     | 13 20                 | 13 20                  |
| Bones .....   |                                  |        |                                       |       |  |       |                                       |        |        |         |             |                     |                       |                        |
| Brimstone .....                                       |                                  |        |                                       |       |  |       |                                       |        |        |         |             |                     |                       |                        |
| Cement and water line. ....                           | 1,865                            |        | 203                                   |       |  |       |                                       |        | 2,069  |         | 2,069       | 310 35              |                       | 310 35                 |
| Clay, lime and sand .....                             | 15                               | 1,877  | 22                                    |       |  |       |                                       |        | 37     | 1,877   | 1,914       | 5 55                | 281 55                | 287 10                 |
| Coal .....  |                                  | 80,774 |                                       |       |  |       |                                       | 67,173 |        | 147,947 | 147,947     |                     | 22,192 05             | 22,192 05              |
| Corn .....  |                                  | 840    |                                       |       |  |       |                                       | 11,421 |        | 12,261  | 12,261      |                     | 1,090 74              | 1,090 74               |
| Cattle .....  |                                  | 22     |                                       |       |  |       |                                       |        | 2      | 22      | 22          |                     | 3 30                  | 3 30                   |
| Cotton, raw .....                                     | 2                                |        |                                       |       |  |       |                                       |        |        |         |             | 0 30                |                       | 0 30                   |
| Crockery and earthenware. ....                        | 138                              | 24     | 125                                   |       |  |       |                                       |        | 263    | 24      | 287         | 52 60               | 4 80                  | 57 40                  |
| Dye wood and dye stuffs. ....                         | 12                               |        |                                       |       |  |       |                                       |        | 12     |         |             | 2 40                |                       | 2 40                   |
| Fish .....  | 116                              | 1      | 20                                    |       |  |       |                                       |        | 136    | 1       | 137         | 20 40               | 0 15                  | 20 55                  |
| Flax and hemp .....                                   |                                  | 2      | 1                                     |       |  |       |                                       |        | 1      | 2       | 3           | 0 15                | 0 80                  | 0 45                   |
| Flour .....   | 1                                | 3,986  |                                       |       |  |       |                                       |        | 1      | 3,986   | 3,986       | 0 15                | 597 90                | 598 05                 |
| Furniture .....                                       | 66                               | 407    |                                       |       |  |       |                                       |        | 66     | 407     | 473         | 13 20               | 81 40                 | 94 60                  |
| Gypsum .....  |                                  |        |                                       |       |  |       |                                       |        |        |         |             |                     |                       |                        |
| Glass, all kinds .....                                | 398                              | 47     | 11                                    |       |  |       |                                       |        | 409    | 47      | 456         | 81 80               | 9 40                  | 91 20                  |
| Hay, pressed .....                                    | 100                              |        |                                       |       |  |       |                                       |        | 100    |         | 100         | 15 00               |                       | 15 00                  |
| Hogs .....  |                                  | 36     |                                       |       |  |       |                                       |        |        | 36      | 36          |                     | 5 40                  | 5 40                   |
| Horses .....  | 12                               | 43     |                                       |       |  |       |                                       |        | 12     | 43      | 55          | 1 80                | 6 45                  | 8 25                   |
| Hides and skins, horns and hoofs. ....                |                                  | 17     |                                       |       |  |       |                                       |        |        | 17      | 17          |                     | 2 55                  | 2 55                   |
| Ice .....   |                                  |        |                                       |       |  |       |                                       |        |        |         |             |                     |                       |                        |
| Iron, railway .....                                   | 13,990                           |        | 241                                   |       |  |       |                                       |        | 14,231 |         | 14,231      | 2,134 65            |                       | 2,134 65               |

|  |       |       |  |  |  |       |          |          |
|--|-------|-------|--|--|--|-------|----------|----------|
| do pig   | 2,349 | 122   |  |  |  | 2,471 | 370 65   | 370 65   |
| do all other                                     | 2,176 | 181   |  |  |  | 2,417 | 353 55   | 362 55   |
| Iron ore   |       |       |  |  |  |       |          |          |
| Kryolite chemical ore and other ore, except iron |       |       |  |  |  | 3,762 | 188 10   | 188 10   |
| Lard and lard oil                                | 84    |       |  |  |  | 46    | 12 60    | 6 90     |
| Meal, all kinds                                  | 9     |       |  |  |  | 240   | 1 35     | 36 00    |
| Meats, other than pork                           | 3     | 1     |  |  |  | 3     | 0 60     | 1 05     |
| Marble   | 24    |       |  |  |  | 25    | 4 80     | 5 00     |
| Manilla  | 14    |       |  |  |  | 1     | 2 80     | 3 00     |
| Molasses   | 180   |       |  |  |  | 180   | 36 00    | 36 00    |
| Nails  | 2,208 | 266   |  |  |  | 2,474 | 494 80   | 495 40   |
| Oats   | 492   | 26    |  |  |  | 518   | 103 60   | 134 20   |
| Oil, in barrels                                  |       |       |  |  |  |       |          |          |
| Oil cake   |       |       |  |  |  | 5,880 | 117 86   | 117 86   |
| Pease  | 12    |       |  |  |  | 4     | 1 80     | 2 40     |
| Potatoes   | 9     |       |  |  |  | 78    | 1 35     | 11 70    |
| Pork   | 211   | 48    |  |  |  | 334   | 51 80    | 66 80    |
| Paint  | 91    | 16    |  |  |  | 39    | 7 40     | 7 80     |
| Pitch and tar                                    | 3     |       |  |  |  | 123   | 24 60    | 25 20    |
| Rags   |       |       |  |  |  | 1,263 | 25 26    | 25 26    |
| Rye  | 2     |       |  |  |  | 2     | 0 40     | 0 40     |
| Resin  | 2,989 | 6,048 |  |  |  | 9,037 | 1,355 55 | 1,356 00 |
| Salt   | 1     |       |  |  |  | 3     | 0 15     | 395 85   |
| Stone intended for cutting                       | 3     |       |  |  |  | 1     | 0 60     | 0 80     |
| do wrought                                       |       |       |  |  |  |       |          |          |
| do not suitable for cutting, unwrought           |       |       |  |  |  |       |          |          |
| Seeds, all kinds                                 | 47    |       |  |  |  | 504   | 42 00    | 42 00    |
| Sheep  | 575   | 100   |  |  |  | 182   | 5 25     | 27 30    |
| Soda ash   | 1     |       |  |  |  | 2     | 0 30     | 0 30     |
| Steel  | 135   | 971   |  |  |  | 1,547 | 309 20   | 309 40   |
| Sugar  | 2,052 | 276   |  |  |  | 135   | 20 25    | 20 25    |
| Spirits, beer, &c                                | 224   | 200   |  |  |  | 2,337 | 465 60   | 1 80     |
| Tobacco, raw                                     | 1     |       |  |  |  | 378   | 84 80    | 75 60    |
| Tallow   | 42    |       |  |  |  | 2     | 0 30     | 0 45     |
| Tin  | 403   | 7     |  |  |  | 1     | 6 30     | 6 45     |
| Turpentine                                       | 9     |       |  |  |  | 410   | 82 00    | 88 20    |
| Wheat  | 4,750 |       |  |  |  | 9     | 1 80     | 1 80     |
| White lead                                       | 126   | 3     |  |  |  | 7,661 | 531 65   | 531 65   |
| Whiting  | 622   | 49    |  |  |  | 199   | 25 80    | 25 80    |
| Wool   | 8     |       |  |  |  | 671   | 134 20   | 134 20   |
| All other goods and merchandise not enumerated   |       |       |  |  |  | 13    | 1 20     | 1 95     |
| Bark   | 3,605 | 888   |  |  |  | 4,463 | 892 60   | 1,345 40 |
| Barrels, empty                                   | 103   |       |  |  |  | 20    | 19 50    | 3 82     |
| Boat knees                                       |       |       |  |  |  |       |          |          |
| Boats  |       |       |  |  |  |       |          |          |
| Firewood, in vessels                             |       |       |  |  |  |       |          |          |
| do rafts   |       |       |  |  |  | 552   | 36 80    | 36 80    |

No. 11.—STATEMENT showing the Quantity of each Article of Through Freight transported, &c.—Concluded.

| ARTICLES.  | From Canadian to Canadian Ports. |         | From Canadian to United States Ports. |       | From United States to United States Ports. |       | From United States to Canadian Ports. |       | Tons.  |         | Total Tons. | Amount of Tolls, Up. | Amount of Tolls, Down. | Total Amount of Tolls. |
|--|----------------------------------|---------|---------------------------------------|-------|--|-------|---------------------------------------|-------|--------|---------|-------------|----------------------|------------------------|------------------------|
|  | Up.                              | Down.   | Up.                                   | Down. | Up.  | Down. | Up.                                   | Down. | Up.    | Down.   |             |                      |                        |                        |
|  |                                  |         |                                       |       |  |       |                                       |       |        |         |             |                      |                        |                        |
| Hoops.....   |                                  |         |                                       |       |  |       |                                       |       |        |         |             | \$ cts.              | \$ cts.                | \$ cts.                |
| Hop poles.....   |                                  |         |                                       |       |  |       |                                       |       |        |         |             |                      |                        |                        |
| Lumber, sawn, in vessels.....                              | 38                               | 1,600   |                                       | 118   |  |       |                                       |       | 156    | 1,600   | 1,756       | 13 80                | 240 00                 | 253 80                 |
| do rafts.....  |                                  |         |                                       |       |  |       |                                       |       |        |         |             |                      |                        |                        |
| Masts, spars and telegraph poles, in vessels.....          |                                  |         |                                       |       |  |       |                                       |       |        |         |             |                      |                        |                        |
| Masts, spars and telegraph poles, in rafts.....            |                                  |         |                                       |       |  |       |                                       |       |        |         |             |                      |                        |                        |
| Railway ties, in vessels.....                              |                                  |         |                                       |       |  |       |                                       |       |        |         |             |                      |                        |                        |
| do rafts.....  |                                  |         |                                       |       |  |       |                                       |       |        |         |             |                      |                        |                        |
| Saw logs.....  |                                  |         |                                       |       |  |       |                                       |       |        |         |             |                      |                        |                        |
| Staves and headings, barrel do do pipe do W. India.        |                                  |         |                                       |       |  |       |                                       |       |        |         |             |                      |                        |                        |
| Staves, salt barrel.....                                   |                                  |         |                                       |       |  |       |                                       |       |        |         |             |                      |                        |                        |
| Shingles.....  |                                  |         |                                       |       |  |       |                                       |       |        |         |             |                      |                        |                        |
| Split posts and fence rails, in vessels.....               |                                  |         |                                       |       |  |       |                                       |       |        |         |             |                      |                        |                        |
| Split posts and fence rails, in rafts.....                 |                                  |         |                                       |       |  |       |                                       |       |        |         |             |                      |                        |                        |
| Timber, square, in vessels do rafts.....                   |                                  |         |                                       |       |  |       |                                       |       |        |         |             |                      |                        |                        |
| Traverses.....   |                                  |         |                                       |       |  |       |                                       |       |        |         |             |                      |                        |                        |
| Woodenware and wood partly manufactured.....               | 51                               | 7       |                                       |       |  |       |                                       |       | 51     |         | 58          | 21 20                | 2 00                   | 23 20                  |
| Total freight paying tolls.....                            | 36,081                           | 114,590 | 10,120                                | 22    | 76   |       | 83,804                                |       | 46,277 | 198,416 | 244,693     | 7,662 25             | 27,075 95              | 34,738 20              |
| Free Articles having paid full Tolls on the Welland Canal. |                                  |         |                                       |       |  |       |                                       |       |        |         |             |                      |                        |                        |
| Agricultural products, animal do do vegetable.....         |                                  | 14      |                                       |       |  |       |                                       |       |        | 14      | 14          |                      |                        |                        |
| Ashes.....   |                                  | 1       |                                       |       |  |       |                                       |       |        | 1       | 1           |                      |                        |                        |
|  |                                  | 39      |                                       |       |  |       | 6                                     |       |        | 45      | 45          |                      |                        |                        |

|                                 |         |        |       |       |        |         |         |
|---------------------------------|---------|--------|-------|-------|--------|---------|---------|
| Corn.....                       | 76,470  | .....  | ..... | ..... | 3,102  | 79,572  | 79,572  |
| Fish.....                       | 49      | .....  | ..... | ..... | .....  | 49      | 49      |
| Flour.....                      | 1,233   | .....  | ..... | ..... | .....  | 1,233   | 1,233   |
| Furniture.....                  | 2       | .....  | ..... | ..... | .....  | 2       | 2       |
| Glass.....                      | 1       | .....  | ..... | ..... | .....  | 1       | 1       |
| Horses.....                     | 2       | .....  | ..... | ..... | .....  | 2       | 2       |
| Lard and lard oil.....          | 100     | .....  | ..... | ..... | .....  | 100     | 100     |
| Meal.....                       | 205     | .....  | ..... | ..... | .....  | 205     | 205     |
| Oats.....                       | 9       | .....  | ..... | ..... | .....  | 9       | 9       |
| Oil cake.....                   | 2       | .....  | ..... | ..... | .....  | 2       | 2       |
| Oil.....                        | 6       | .....  | ..... | ..... | .....  | 6       | 6       |
| Pease.....                      | 390     | .....  | ..... | ..... | .....  | 390     | 390     |
| Pork.....                       | 322     | .....  | ..... | ..... | .....  | 322     | 322     |
| Seeds.....                      | 1       | .....  | ..... | ..... | .....  | 1       | 1       |
| Tallow.....                     | 54      | .....  | ..... | ..... | .....  | 54      | 54      |
| Tobacco.....                    | 1       | .....  | ..... | ..... | .....  | 1       | 1       |
| Wheat.....                      | 108,468 | .....  | ..... | ..... | .....  | 108,468 | 108,468 |
| Whiskey and other spirits.....  | 98      | .....  | ..... | ..... | .....  | 98      | 98      |
| Merchandise.....                | 156     | .....  | ..... | ..... | .....  | 156     | 156     |
| Lumber, sawn, in vessels.....   | 2,292   | .....  | ..... | ..... | .....  | 2,292   | 2,292   |
| do do.....                      | 917     | .....  | ..... | ..... | .....  | 917     | 917     |
| Split posts, &c., in rafts..... | 400     | .....  | ..... | ..... | .....  | 400     | 400     |
| Timber, square do.....          | 1,960   | .....  | ..... | ..... | .....  | 1,960   | 1,960   |
| Woodenware.....                 | 1,502   | .....  | ..... | ..... | .....  | 1,502   | 1,502   |
| Coal, per Order in Council..... | 9,298   | .....  | ..... | ..... | .....  | 9,318   | 9,318   |
| Kryolite.....                   | 917     | .....  | ..... | ..... | .....  | 917     | 917     |
| Grand total, freight.....       | 45,379  | 10,140 | 22    | 76    | 86,948 | 397,171 | 452,766 |

|                                     |           |           |           |
|-------------------------------------|-----------|-----------|-----------|
| Total through tolls on vessels..... | 4,405 35  | 4,409 67  | 8,815 02  |
| do passengers.....                  | 296 20    | 1,701 50  | 1,997 70  |
| do free goods.....                  |           |           |           |
| Total through tolls.....            | 12,963 80 | 33,187 12 | 45,550 92 |

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, 30th September, 1891.

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

APPENDIX A—Continued—CANALS.  
No. 12.—STATEMENT showing the Quantity of each article of Way Freight transported on the St. Lawrence Canals, and the Amount of Tolls collected during the Fiscal Year ended 30th June, 1891.

| ARTICLES.                                       | From Canadian to Canadian Ports. |       | From Canadian to United States Ports. |       | From United States to United States Ports. |       | From United States to Canadian Ports. |        | Tons.  |        | Total Tons. | Amount of Tolls, Up. |      | Amount of Tolls, Down. |          | Total Amount of Tolls. |
|---|----------------------------------|-------|---------------------------------------|-------|--|-------|---------------------------------------|--------|--------|--------|-------------|----------------------|------|------------------------|----------|------------------------|
|   | Up.                              | Down. | Up.                                   | Down. | Up.  | Down. | Up.                                   | Down.  | Up.    | Down.  |             | \$                   | cts. | \$                     | cts.     |                        |
|   |                                  |       |                                       |       |  |       |                                       |        |        |        |             |                      |      |                        |          |                        |
| Ashes, pot and pearl                            | 2                                |       |                                       |       |  |       |                                       |        | 12     |        | 12          | 1                    | 38   |                        |          | 1 38                   |
| Apples  | 43                               | 152   |                                       |       | 10   |       |                                       |        | 46     | 152    | 198         | 4                    | 46   |                        | 6 64     | 11 10                  |
| Agricultural products not enumerated, vegetable | 65                               | 352   |                                       |       |  |       |                                       |        | 65     | 352    | 417         | 4                    | 70   |                        | 13 22    | 17 92                  |
| Agricultural products not enumerated, animal    | 140                              | 237   |                                       |       |  |       | 31                                    |        | 171    | 237    | 408         | 13                   | 16   |                        | 9 78     | 22 94                  |
| Agricultural implements                         | 90                               | 3     |                                       |       |  |       |                                       |        | 90     | 3      | 93          | 12                   | 46   |                        | 0 20     | 12 66                  |
| Barley  | 153                              | 1,542 | 1                                     |       |  |       |                                       |        | 154    | 1,542  | 1,696       | 3                    | 53   |                        | 30 84    | 34 37                  |
| Bricks  | 11,903                           | 130   |                                       |       |  |       | 234                                   |        | 12,137 | 130    | 12,267      | 459                  | 36   |                        | 8 63     | 467 99                 |
| Bones   | 1                                | 24    |                                       |       |  |       |                                       |        | 1      | 24     | 25          | 0                    | 04   |                        | 1 75     | 1 79                   |
| Brinstone                                       | 200                              |       |                                       |       |  |       | 34                                    |        | 234    |        | 234         | 20                   | 80   |                        |          | 20 80                  |
| Cement and water lime                           | 576                              | 202   |                                       |       |  | 2     |                                       |        | 576    | 204    | 780         | 57                   | 96   |                        | 20 72    | 78 68                  |
| Clay, lime and sand                             | 17,525                           | 6,673 |                                       |       |  |       | 3,966                                 |        | 21,639 | 6,673  | 28,312      | 813                  | 89   |                        | 252 30   | 1,066 19               |
| Coal  |                                  | 1,630 |                                       |       |  | 1,108 |                                       | 18,036 | 47     | 20,774 | 20,774      | 2                    | 78   |                        | 1,421 51 | 1,421 51               |
| Corn  | 24                               | 2,696 | 23                                    |       |  | 456   |                                       | 544    | 31     | 3,636  | 3,743       | 1                    | 62   |                        | 101 03   | 103 81                 |
| Cattle  | 31                               | 469   |                                       |       |  |       |                                       |        |        | 469    | 500         |                      |      |                        | 34 28    | 35 90                  |
| Cotton, raw                                     |                                  |       |                                       |       |  |       |                                       |        | 78     |        | 78          | 12                   | 97   |                        |          | 12 97                  |
| Crockery and earthenware                        | 78                               |       |                                       |       |  |       |                                       |        | 228    |        | 228         | 12                   | 35   |                        |          | 12 35                  |
| Dye wood and dye stuffs                         | 19                               |       |                                       |       |  |       | 209                                   |        | 217    | 39     | 256         | 16                   | 96   |                        | 2 76     | 19 72                  |
| Fish  | 217                              | 39    |                                       |       |  |       |                                       |        | 217    |        | 2           | 0                    | 20   |                        |          | 0 20                   |
| Flax and hemp                                   | 2                                |       |                                       |       |  |       |                                       |        | 2      |        | 2           |                      |      |                        |          |                        |
| Flour   | 922                              | 21    |                                       |       |  | 111   |                                       |        | 922    | 132    | 1,054       | 65                   | 65   |                        | 9 94     | 75 59                  |
| Furniture                                       | 171                              | 73    |                                       |       |  |       |                                       |        | 171    | 73     | 244         | 18                   | 02   |                        | 4 85     | 22 87                  |
| Gypsum  | 631                              | 208   |                                       |       |  |       |                                       |        | 631    | 208    | 839         | 9                    | 89   |                        | 7 89     | 17 78                  |
| Glass, all kinds                                | 97                               | 21    |                                       |       |  |       | 8                                     |        | 105    | 21     | 126         | 17                   | 60   |                        | 1 15     | 18 75                  |
| Hay, pressed                                    | 318                              | 415   |                                       |       | 26   |       |                                       |        | 344    | 415    | 759         | 14                   | 12   |                        | 25 89    | 40 01                  |
| Hogs  | 2                                | 19    |                                       |       |  |       |                                       |        | 2      | 10     | 12          | 0                    | 08   |                        | 0 77     | 0 85                   |
| Horses  | 115                              | 213   |                                       |       |  | 2     |                                       |        | 115    | 215    | 330         | 7                    | 31   |                        | 13 45    | 20 76                  |
| Hides and skins, horse and hoofs                | 1                                | 10    |                                       |       |  |       |                                       |        | 1      | 10     | 11          | 0                    | 04   |                        | 0 52     | 0 56                   |
| Ice   |                                  | 1,467 |                                       |       |  |       |                                       |        |        | 1,467  | 1,467       |                      |      |                        | 206 65   | 206 65                 |
| Iron, railway                                   | 212                              | 151   |                                       |       |  |       |                                       |        | 212    | 151    | 363         | 10                   | 04   |                        | 11 33    | 21 37                  |

|   |              |          |     |     |       |              |          |              |                 |               |                 |
|---|--------------|----------|-----|-----|-------|--------------|----------|--------------|-----------------|---------------|-----------------|
| do pig-<br>iron ore                                 | 927<br>7,541 | 5<br>882 | 15  | 2   | 7     | 927<br>7,565 | 5<br>882 | 932<br>8,447 | 45 21<br>315 58 | 0 19<br>36 70 | 45 40<br>352 28 |
| Kryolite chemical ore and other<br>ore, except iron |              | 18       |     |     |       |              | 18       | 18           |                 | 0 90          | 0 90            |
| Lard and lard oil                                   | 81           | 112      |     |     |       | 81           | 112      | 193          | 7 83            | 4 30          | 12 13           |
| Meal, all kinds                                     | 115          | 638      | 6   |     |       | 115          | 644      | 759          | 6 73            | 28 11         | 34 84           |
| Meats, other than pork                              | 19           | 8        |     |     |       | 19           | 8        | 27           | 1 78            | 0 31          | 2 09            |
| Marble  | 10           |          |     |     |       | 10           |          | 10           | 1 90            | 1 90          | 1 90            |
| Manilla   | 2            |          |     |     |       | 2            |          | 2            | 0 29            | 0 29          | 0 29            |
| Molasses  | 459          | 144      |     |     | 211   | 670          | 144      | 814          | 81 97           | 7 20          | 89 17           |
| Naals   | 1,143        | 574      |     |     |       | 574          | 1,143    | 1,717        | 95 30           | 57 15         | 152 45          |
| Oats  | 1,324        | 1,499    |     |     |       | 1,324        | 1,499    | 2,823        | 49 87           | 57 49         | 107 36          |
| Oil, in barrels                                     | 492          | 77       | 39  | 6   | 101   | 674          | 219      | 893          | 61 55           | 18 05         | 79 60           |
| Oil cake  | 2            |          |     |     |       | 2            |          | 2            | 0 16            | 0 16          | 0 16            |
| Pease   | 1,104        | 17,391   |     |     |       | 1,104        | 17,391   | 18,495       | 24 15           | 347 90        | 372 05          |
| Potatoes  | 5            | 60       | 2   | 9   |       | 16           | 60       | 76           | 1 07            | 4 35          | 5 42            |
| Pork  | 239          | 83       |     | 8   |       | 239          | 91       | 330          | 22 70           | 3 74          | 26 44           |
| Paint   | 34           | 166      |     |     | 14    | 48           | 166      | 214          | 5 75            | 8 30          | 14 05           |
| Pitch and tar                                       | 87           | 57       |     |     | 177   | 264          | 57       | 321          | 21 32           | 2 85          | 24 17           |
| Rags  | 7            |          |     |     |       |              |          | 7            |                 | 0 60          | 0 60            |
| Rye   | 1            | 644      |     |     |       | 1            | 644      | 645          | 0 08            | 12 88         | 12 96           |
| Roan  | 152          | 119      |     |     | 2,049 | 2,201        | 119      | 2,320        | 110 68          | 5 95          | 116 63          |
| Salt  | 2,892        | 20       |     | 23  |       | 2,895        | 48       | 2,943        | 246 22          | 2 87          | 249 09          |
| Stone intended for cutting                          | 423          | 2        |     |     | 2,813 | 3,236        | 2        | 3,238        | 123 18          | 0 08          | 123 26          |
| do wrought  | 119          |          |     |     | 42    | 161          |          | 161          | 8 05            |               | 8 05            |
| do not suitable for cutting,<br>unwrought           | 60           | 13,431   |     |     |       | 60           | 13,431   | 13,491       | 1 20            | 268 50        | 269 70          |
| Seeds, all kinds                                    | 3,968        | 93       |     |     |       | 3,968        | 93       | 4,061        | 149 69          | 3 51          | 153 20          |
| Sheep   | 147          |          |     |     |       |              | 147      | 147          | 11 11           | 11 11         | 11 11           |
| Soda ash  | 81           | 32       |     |     | 30    | 111          | 32       | 143          | 11 87           | 1 60          | 13 47           |
| Steel   | 6            | 20       |     |     |       | 6            | 20       | 26           | 0 69            | 0 76          | 1 45            |
| Sugar   | 765          | 5        |     |     | 232   | 997          | 5        | 1,002        | 136 77          | 0 25          | 137 02          |
| Spirits, beer, &c                                   | 304          | 14       |     | 2   |       | 306          | 14       | 320          | 45 98           | 0 70          | 46 68           |
| Tobacco, raw  | 16           |          |     | 3   |       | 19           |          | 19           | 1 66            |               | 1 66            |
| Tallow  |              |          |     | 14  |       | 14           |          | 14           | 0 53            |               | 0 53            |
| Tin   | 110          | 77       |     | 1   |       | 111          | 77       | 188          | 16 96           | 3 85          | 20 81           |
| Turpentine  | 4            | 21       |     | 92  |       | 96           | 21       | 117          | 5 86            | 1 05          | 6 41            |
| Wheat   | 15,824       | 1,725    |     |     |       | 15,824       | 1,725    | 17,549       | 316 78          | 34 50         | 351 28          |
| White lead  | 25           | 11       |     | 6   |       | 31           | 11       | 42           | 4 78            | 0 55          | 5 33            |
| Whiting   | 11           |          |     | 2   |       | 13           |          | 13           | 2 19            |               | 2 19            |
| Wool  |              |          |     |     |       |              |          |              |                 |               |                 |
| All other goods and merchandise<br>not enumerated   | 2,913        | 1,243    |     | 610 | 316   | 3,528        | 1,623    | 5,151        | 398 66          | 111 98        | 510 64          |
| Barck   |              |          |     |     | 5     |              |          |              |                 |               |                 |
| Barrels, empty                                      | 201          | 6        | 2   | 56  |       | 259          | 8        | 267          | 21 43           | 0 40          | 21 83           |
| Boat knees  |              |          |     |     |       |              |          |              |                 |               |                 |
| Floats  | 1,000        | 4,572    |     |     |       | 1,000        | 4,572    | 5,572        | 4 90            | 80 01         | 84 91           |
| Fire wood, in vessels                               | 4,467        | 6,934    | 600 |     | 114   | 4,467        | 7,648    | 12,115       | 74 45           | 182 17        | 256 62          |
| do<br>do<br>do                                      |              |          |     |     |       |              |          |              |                 |               |                 |



No. 12.—STATEMENT showing the Quantity of each Article of Way Freight transported, &c.—Concluded.

| ARTICLES.   | From Canadian to Canadian Ports. |         | From Canadian to United States Ports. |       | From United States to United States Ports. |       | From United States to Canadian Ports. |        | Tons.   |         | Total. Tons. | Amount of Tolls, Up. | Amount of Tolls, Down. | Total Amount of Tolls. |
|---|----------------------------------|---------|---------------------------------------|-------|--|-------|---------------------------------------|--------|---------|---------|--------------|----------------------|------------------------|------------------------|
|   | Up.                              | Down.   | Up.                                   | Down. | Up.  | Down. | Up.                                   | Down.  | Up.     | Down.   |              | \$ cts.              | \$ cts.                | \$ cts.                |
| Hoops.....  |                                  |         |                                       |       |  |       |                                       |        |         |         | 1            | 0 10                 |                        | 0 10                   |
| Hop poles.....  |                                  |         |                                       |       | 1  |       |                                       |        | 1       |         |              |                      |                        |                        |
| Lumber, sawn, in vessels.....                               | 22,910                           | 13,888  |                                       |       |  |       |                                       |        | 23,465  | 14,485  | 37,950       | 652 78               | 408 11                 | 1,060 89               |
| do rafts.....   |                                  | 134     | 555                                   | 597   |  |       |                                       |        |         | 134     | 134          |                      | 6 00                   | 6 00                   |
| Masts, spars and telegraph poles, in vessels.....           |                                  |         |                                       |       |  |       |                                       |        |         |         |              |                      |                        |                        |
| Masts, spars and telegraph poles, in rafts.....             |                                  |         |                                       |       |  |       |                                       |        |         |         |              |                      |                        |                        |
| 4 Railway ties, in vessels.....                             | 1,004                            | 18,522  |                                       |       |  |       |                                       |        | 1,004   | 18,522  | 18,522       | 20 03                | 463 05                 | 463 05                 |
| do rafts.....   |                                  |         |                                       |       |  |       |                                       |        |         |         | 1,004        |                      |                        | 20 03                  |
| Saw logs.....   |                                  |         |                                       |       |  |       |                                       |        |         |         | 20,562       |                      | 468 82                 | 468 82                 |
| Staves and headings, barrel pipe.....                       |                                  | 20,562  |                                       |       |  |       |                                       |        |         |         | 20,562       |                      |                        |                        |
| do West India.....  |                                  |         |                                       |       |  |       |                                       |        |         |         |              |                      |                        |                        |
| Staves, salt barrel.....                                    | 25                               | 9       |                                       |       |  |       |                                       |        | 25      | 9       | 9            | 6 74                 | 0 17                   | 0 17                   |
| Shingles.....   |                                  |         |                                       |       |  |       |                                       |        |         |         | 49           |                      | 4 13                   | 10 87                  |
| Split posts and fence rails, in vessels.....                |                                  |         |                                       |       |  |       |                                       |        |         |         |              |                      |                        |                        |
| Split posts and fence rails, in rafts.....                  | 88                               | 1,631   |                                       |       |  |       |                                       |        | 88      | 1,631   | 1,719        | 1 36                 | 22 44                  | 23 80                  |
| Timber, square, in vessels.....                             | 780                              | 8,532   |                                       |       |  |       |                                       |        | 780     | 8,532   | 9,262        | 18 25                | 216 55                 | 234 80                 |
| do rafts.....   |                                  | 10,854  |                                       |       |  |       |                                       |        |         | 10,854  | 10,854       |                      | 28 25                  | 28 25                  |
| Traverses.....  |                                  |         |                                       |       |  |       |                                       |        |         |         |              |                      |                        |                        |
| Woodenware and wood partly manufactured.....                | 22                               | 20      |                                       |       |  |       |                                       |        | 22      | 20      | 42           | 3 80                 | 4 00                   | 7 80                   |
| Total freight paying tolls.....                             | 104,674                          | 142,320 | 761                                   | 1,197 | 887  | 2,133 | 10,202                                | 18,806 | 116,504 | 164,456 | 280,960      | 4,709 70             | 5,108 48               | 9,818 18               |
| Free Articles, having paid full Tolls on the Welland Canal. |                                  |         |                                       |       |  |       |                                       |        |         |         |              |                      |                        |                        |
| Corn.....   |                                  | 5,555   |                                       |       |  |       | 400                                   |        |         |         | 5,955        |                      |                        |                        |

[illegible]

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

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, 30th September, 1891.

APPENDIX A—Continued—CANALS.

No. 13.—GENERAL STATEMENT showing the Quantity of each Article transported on the Ottawa Canals, and the Amount of Revenue collected during the Fiscal Year ended 30th June, 1891.

| ARTICLES.  | From Canadian to Canadian Ports. |       | From Canadian to United States Ports. |       | From United States to United States Ports. |       | From United States to Canadian Ports. |       | Tons. |       | Total Tons. | Amount of Tolls. |
|--|----------------------------------|-------|---------------------------------------|-------|--|-------|---------------------------------------|-------|-------|-------|-------------|------------------|
|  | Up.                              | Down. | Up.                                   | Down. | Up.  | Down. | Up.                                   | Down. | Up.   | Down. |             |                  |
| Ashes, pot and pearl.....                                      |                                  | 18    |                                       |       |  |       |                                       |       |       | 18    | 18          | \$ 3 42          |
| Apples.....  | 15                               | 77    |                                       |       |  |       |                                       |       | 15    | 77    | 92          | 5 10             |
| Agricultural products not enumerated, vegetable do animal..... | 13                               | 73    |                                       |       |  |       |                                       |       | 13    | 73    | 86          | 5 73             |
| do do.....   | 39                               | 1,294 |                                       |       |  |       |                                       |       | 39    | 1,294 | 1,333       | 108 77           |
| Agricultural implements.....                                   |                                  | 15    |                                       |       |  |       |                                       |       |       | 15    | 15          | 2 31             |
| Barley.....  |                                  | 95    |                                       |       |  |       |                                       |       |       | 95    | 95          | 8 54             |
| Bricks.....  |                                  | 120   |                                       |       |  |       |                                       |       |       | 120   | 120         | 6 90             |
| Bones.....   |                                  | 30    |                                       |       |  |       |                                       |       |       | 30    | 30          | 2 74             |
| Brimstone.....   |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Cement and water lime.....                                     |                                  | 41    |                                       |       |  |       |                                       |       |       | 41    | 41          | 4 00             |
| Clay, lime and sand.....                                       | 2                                | 8,742 |                                       |       |  |       |                                       |       | 2     | 8,744 | 8,742       | 258 08           |
| Coal.....  |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Corn.....  |                                  | 676   |                                       |       |  |       |                                       |       |       | 676   | 676         | 43 85            |
| Cattle.....  |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Cotton, raw.....   | 3                                | 1     |                                       |       |  |       |                                       |       | 3     | 1     | 4           | 0 34             |
| Crockery and earthenware.....                                  |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Dye wood and dye stuffs.....                                   |                                  | 3     |                                       |       |  |       |                                       |       |       | 3     | 3           | 0 30             |
| Fish.....  |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Flax and hemp.....   |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Flour.....   | 9                                | 47    |                                       |       |  |       |                                       |       | 9     | 47    | 56          | 4 67             |
| Furniture.....   |                                  | 27    |                                       | 8     |  |       |                                       |       | 8     | 27    | 35          | 4 35             |
| Gypsum.....  |                                  | 4     |                                       |       |  |       |                                       |       |       | 4     | 4           | 0 96             |
| Glass, all kinds.....  |                                  | 439   |                                       |       |  |       |                                       |       |       | 439   | 439         | 40 73            |
| Hay, pressed.....  |                                  |       |                                       |       |  |       |                                       |       |       |       | 10          | 0 52             |
| Hogs.....  |                                  | 10    |                                       |       |  |       |                                       |       |       | 10    | 10          | 9 24             |
| Horses.....  | 16                               | 123   |                                       |       |  |       |                                       |       | 16    | 123   | 139         | 3 45             |
| Hides and skins, horns and hoofs.....                          |                                  | 39    |                                       |       |  |       |                                       |       |       | 39    | 39          |                  |
| Iron.....  |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Iron, railway.....   |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| do pig.....  |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| do all other.....  | 12                               | 21    |                                       |       |  |       |                                       |       | 12    | 21    | 33          | 2 10             |



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

| ARTICLES.                                 | From Canadian to Canadian Ports. |         | From Canadian to United States Ports. |         | From United States to United States Ports. |       | From United States to Canadian Ports. |       | Tons. |         | Total Tons. | Amount of Tolls.<br>\$ cts. |
|---|----------------------------------|---------|---------------------------------------|---------|--|-------|---------------------------------------|-------|-------|---------|-------------|-----------------------------|
|   | Up.                              | Down.   | Up.                                   | Down.   | Up.  | Down. | Up.                                   | Down. | Up.   | Down.   |             |                             |
| Masts, spars, telegraph poles, in rafts   |                                  | 470     |                                       |         |  |       |                                       |       |       |         | 1,065       | 223 51                      |
| Railway ties, in vessels.                 |                                  |         |                                       |         |  |       |                                       |       |       |         |             |                             |
| do rafts                                  |                                  |         |                                       | 595     |  |       |                                       |       |       |         |             |                             |
| Saw-logs.                                 |                                  |         |                                       |         |  |       |                                       |       |       |         |             |                             |
| Staves and headings, barrel.              |                                  |         |                                       |         |  |       |                                       |       |       |         |             |                             |
| do do pipe.                               |                                  |         |                                       |         |  |       |                                       |       |       |         |             |                             |
| do do West India.                         |                                  |         |                                       |         |  |       |                                       |       |       |         |             |                             |
| Staves, salt barrel.                      | 2                                | 393     |                                       | 27      |  |       |                                       |       | 2     | 420     | 422         | 327 07                      |
| Shingles.                                 |                                  | 1       |                                       |         |  |       |                                       |       |       | 1       | 1           | 1 76                        |
| Split posts and fence rails, in vessels.  |                                  |         |                                       |         |  |       |                                       |       |       |         |             |                             |
| do do rafts                               |                                  | 1,530   |                                       |         |  |       |                                       |       |       | 1,530   | 1,530       | 64 13                       |
| Timber, square, in vessels.               |                                  | 1,370   |                                       |         |  |       |                                       |       |       | 1,370   | 1,370       | 23 63                       |
| do rafts                                  |                                  | 200     |                                       |         |  |       |                                       |       |       | 200     | 200         | 1 08                        |
| Traverses                                 | 10                               | 49      |                                       |         |  |       |                                       |       | 10    | 49      | 59          | 46 03                       |
| Woodenware and wood, partly manufactured. |                                  |         |                                       |         |  |       |                                       |       |       |         |             |                             |
| Total freight paying tolls.               | 531                              | 466,285 | 8                                     | 124,590 |  |       |                                       |       | 539   | 590,875 | 591,414     | 42,759 94                   |
| Free, per Order in Council—               |                                  |         |                                       |         |  |       |                                       |       |       |         |             |                             |
| Firewood.                                 |                                  |         |                                       |         |  |       |                                       |       |       |         |             |                             |
| Floata.                                   |                                  | 10,166  |                                       |         |  |       |                                       |       |       | 10,166  | 10,166      |                             |
| Lumber, sawn                              | 100                              | 11,340  |                                       |         |  |       |                                       |       |       | 11,340  | 11,340      |                             |
| Masts and spars.                          |                                  | 785     |                                       |         |  |       |                                       |       | 100   | 785     | 885         |                             |
| Railway ties.                             |                                  | 10      |                                       |         |  |       |                                       |       |       | 10      | 10          |                             |
| Saw-logs.                                 |                                  | 11,025  |                                       |         |  |       |                                       |       |       | 11,025  | 11,025      |                             |
| Shingles.                                 |                                  | 13,328  |                                       |         |  |       |                                       |       |       | 13,328  | 13,328      |                             |
| Split posts.                              |                                  | 10      |                                       |         |  |       |                                       |       |       | 10      | 10          |                             |
| Timber, square.                           |                                  | 2,560   |                                       |         |  |       |                                       |       |       | 2,560   | 2,560       |                             |
| Woodenware.                               |                                  | 240     |                                       |         |  |       |                                       |       |       | 240     | 240         |                             |
| Grand total freight.                      | 631                              | 515,749 | 8                                     | 124,590 |  |       |                                       |       | 639   | 640,339 | 640,978     |                             |

|   |           |
|---|-----------|
| Total tolls on vessels .. .. .                      | 4,214 66  |
| do passengers .. .. .                               | 166 15    |
| do free goods .. .. .                               | \$631 31  |
| Wharfage and storage .. .. .                        | .....     |
| Fines and damages .. .. .                           | .....     |
| Other receipts .. .. .                              | 8 00      |
| Total revenue, exclusive of hydraulic rents .. .. . | 47,148 75 |

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

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, 30th September, 1891.

APPENDIX A—Continued—CANALS.

No. 14.—GENERAL STATEMENT showing the Quantity of each Article transported on the Chamby Canal, and the Amount of Revenue collected during the Fiscal Year ended 30th June, 1891.

| ARTICLES.  | From Canadian to Canadian Ports. |       | From Canadian to United States Ports. |       | From United States to United States Ports. |       | From United States to Canadian Ports. |       | Tons. |        | Total Tons. | Amount of Tolls. |
|--|----------------------------------|-------|---------------------------------------|-------|--|-------|---------------------------------------|-------|-------|--------|-------------|------------------|
|  | Up.                              | Down. | Up.                                   | Down. | Up.  | Down. | Up.                                   | Down. | Up.   | Down.  |             |                  |
| Ashes, pot and pearl.                            |                                  | 353   |                                       |       |  |       |                                       | 67    |       | 420    | 420         | \$ 27 74         |
| Apples.  |                                  |       |                                       |       |  |       |                                       |       |       |        |             |                  |
| Agricultural products not enumerated, vegetable. |                                  |       |                                       |       |  |       |                                       |       |       |        |             |                  |
| do animal.                                       |                                  |       |                                       |       |  |       |                                       |       |       |        |             |                  |
| Agricultural implements                          |                                  | 2     |                                       |       |  |       |                                       |       |       | 2      | 2           | 0 20             |
| Barley.  |                                  | 146   |                                       | 350   |  |       |                                       |       | 350   | 146    | 496         | 28 21            |
| Bricks.  |                                  |       |                                       |       |  |       |                                       |       |       |        |             |                  |
| Bones.   | 28                               |       |                                       | 213   |  |       |                                       |       | 28    | 213    | 241         | 22 44            |
| Brimstone.                                       |                                  |       |                                       |       |  |       | 147                                   |       |       | 147    | 147         | 28 35            |
| Cement and water lime.                           |                                  |       |                                       |       |  |       |                                       |       |       |        |             |                  |
| Clay, lime and sand.                             | 81                               |       |                                       |       |  |       | 5,068                                 |       | 81    | 5,068  | 5,149       | 537 61           |
| Coal.  | 68                               | 203   |                                       | 130   |  |       | 97,337                                |       | 68    | 97,670 | 97,738      | 9,572 07         |
| Corn.  |                                  | 7     |                                       |       |  |       |                                       |       |       | 7      | 7           | 0 24             |
| Cattle.  |                                  | 75    |                                       |       |  |       |                                       |       |       | 75     | 75          | 2 40             |
| Cotton, raw.                                     |                                  |       |                                       |       |  |       |                                       |       |       |        |             |                  |
| Crockery and earthenware                         |                                  | 23    |                                       |       |  |       |                                       |       |       | 23     | 23          | 2 30             |
| Dye wood and dye stuffs                          |                                  |       |                                       |       |  |       | 116                                   |       |       | 116    | 116         | 11 60            |
| Fish.  |                                  |       |                                       |       |  |       |                                       |       |       |        |             |                  |
| Flax and hemp.                                   |                                  |       |                                       |       |  |       |                                       |       |       |        |             |                  |
| Flour.   | 174                              |       |                                       |       |  |       |                                       |       | 174   |        | 174         | 5 80             |
| Furniture.                                       |                                  |       |                                       |       |  |       | 5                                     |       |       | 5      | 5           | 0 50             |
| Gypsum.  |                                  |       |                                       |       |  |       |                                       |       |       |        |             |                  |
| Glass, all kinds.                                |                                  |       |                                       |       |  |       |                                       |       |       |        |             |                  |
| Hay, pressed.                                    | 103                              | 1,898 |                                       | 155   |  |       | 1                                     |       | 258   | 1,898  | 2,156       | 84 96            |
| Hogs.  |                                  |       |                                       |       |  |       |                                       |       |       |        |             |                  |
| Horses.  |                                  | 12    |                                       |       |  |       |                                       |       |       | 12     | 12          | 0 40             |
| Hides and skins, horns and hoofs.                |                                  |       |                                       |       |  |       |                                       |       |       |        |             |                  |
| Ice.   |                                  | 410   |                                       | 403   |  | 5,955 | 1,515                                 |       | 403   | 7,880  | 8,283       | 561 80           |
| Iron, railway.                                   |                                  |       |                                       |       |  |       |                                       |       |       |        |             |                  |
| do pig.  |                                  |       |                                       |       |  |       |                                       |       |       |        |             |                  |
| do all other.                                    |                                  |       |                                       |       |  |       |                                       |       |       |        |             |                  |
| Iron ore.  |                                  |       |                                       |       |  |       | 2                                     |       |       | 2      | 2           | 0 20             |
|  |                                  |       |                                       |       |  |       | 129                                   |       |       | 129    | 129         | 12 90            |





No. 14.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—Continued.

| ARTICLES.                                   | From Canadian to Canadian Ports. |       | From Canadian to United States Ports. |       | From United States to United States Ports. |       | From United States to Canadian Ports. |       | Tons.   |         | Total Tons. | Amount of Tolls. |
|---|----------------------------------|-------|---------------------------------------|-------|--|-------|---------------------------------------|-------|---------|---------|-------------|------------------|
|   | Up.                              | Down. | Up.                                   | Down. | Up.  | Down. | Up.                                   | Down. | Up.     | Down.   |             |                  |
| Railway ties, in vessels                    |                                  |       |                                       |       |  |       |                                       |       |         |         |             | \$ cts.          |
| do rafts                                    | 2,641                            | 189   |                                       |       |  |       |                                       |       | 4,034   | 189     | 4,223       | 333 04           |
| Saw-logs                                    |                                  |       |                                       |       |  |       |                                       |       |         |         |             |                  |
| Staves and headings, barrel                 |                                  |       |                                       |       |  |       |                                       |       |         |         |             |                  |
| do pipe                                     |                                  |       |                                       |       |  |       |                                       |       |         |         |             |                  |
| do West India                               |                                  |       |                                       |       |  |       |                                       |       |         |         |             |                  |
| Staves, salt barrel                         |                                  |       |                                       |       |  |       |                                       |       |         |         |             |                  |
| Shingles                                    | 145                              |       | 47                                    |       |  |       |                                       |       | 192     |         | 192         | 29 08            |
| Split posts and fence rails, in vessels     |                                  |       |                                       |       |  |       |                                       |       |         |         |             |                  |
| do rafts                                    |                                  |       |                                       |       |  |       |                                       |       |         |         |             |                  |
| Timber, square, in vessels                  |                                  |       |                                       |       |  |       |                                       |       |         |         |             |                  |
| do rafts                                    |                                  |       |                                       |       |  |       |                                       |       |         |         |             |                  |
| Traverses                                   |                                  |       |                                       |       |  |       |                                       |       |         |         |             |                  |
| Woodenware and wood partly manufactured     |                                  |       |                                       |       |  |       |                                       |       |         |         |             |                  |
| Total freight paying tolls                  | 16,685                           | 4,619 | 84,645                                | 6,298 |  |       | 112,425                               |       | 101,330 | 123,342 | 224,672     | 17,525 90        |
| Coal, free                                  | 392                              |       |                                       |       |  |       |                                       |       | 392     |         | 392         |                  |
| Grand total freight                         | 17,077                           | 4,619 | 84,645                                | 6,298 |  |       | 112,425                               |       | 101,722 | 123,342 | 225,064     |                  |
| Total tolls on vessels                      |                                  |       |                                       |       |  |       |                                       |       |         |         |             | 2,598 16         |
| do passengers                               |                                  |       |                                       |       |  |       |                                       |       |         |         |             | 56 18            |
| do free goods                               |                                  |       |                                       |       |  |       |                                       |       |         |         |             | \$33 64          |
| Fines and damages                           |                                  |       |                                       |       |  |       |                                       |       |         |         |             | 6 75             |
| Total revenue, exclusive of hydraulic rents |                                  |       |                                       |       |  |       |                                       |       |         |         |             | 20,186 99        |

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

APPENDIX A—Continued—CANALS.

No. 15.—GENERAL STATEMENT showing the Quantity of each Article transported on the Rideau Canal, and the Amount of Revenue collected during the Fiscal Year ended 30th June, 1891.

| ARTICLES.  | From Canadian to Canadian Ports. |        | From Canadian to United States Ports. |       | From United States to United States Ports. |       | From United States to Canadian Ports. |       | Tons. |        | Total Tons. | Amount of Toll. |
|--|----------------------------------|--------|---------------------------------------|-------|--|-------|---------------------------------------|-------|-------|--------|-------------|-----------------|
|  | Up.                              | Down.  | Up.                                   | Down. | Up.  | Down. | Up.                                   | Down. | Up.   | Down.  |             |                 |
| Ashes, pot and pearl.                            |                                  | 27     |                                       |       |  |       |                                       |       |       | 27     | 27          | \$ cts. 8 47    |
| Apples.  | 41                               | 64     |                                       |       |  |       |                                       |       | 41    | 64     | 106         | 2 47            |
| Agricultural products not enumerated, vegetable. | 17                               | 22     |                                       |       |  |       |                                       |       | 17    | 22     | 39          | 1 39            |
| do do animal.                                    | 100                              | 341    |                                       |       |  |       |                                       |       | 100   | 341    | 441         | 12 54           |
| Agricultural implements.                         | 36                               | 118    |                                       |       |  |       |                                       |       | 36    | 118    | 153         | 16 12           |
| Barley.  | 101                              | 101    |                                       |       |  |       |                                       |       | 101   | 101    | 202         | 2 37            |
| Bricks.  | 23                               | 17     |                                       |       |  |       |                                       |       | 23    | 17     | 40          | 1 52            |
| Bones.   | 8                                | 34     |                                       |       |  |       |                                       |       | 8     | 34     | 42          | 1 60            |
| Brinstone.                                       |                                  |        |                                       |       |  |       |                                       |       |       |        | 117         | 3 29            |
| Cement and water lime.                           | 95                               | 22     |                                       |       |  |       |                                       |       | 95    | 22     | 117         | 9 44            |
| Clay, lime and sand.                             | 401                              | 2      |                                       |       |  |       |                                       |       | 401   | 2      | 403         | 460 22          |
| Coal.  |                                  | 10,941 |                                       |       |  |       |                                       |       |       | 10,941 | 10,941      | 0 63            |
| Corn.  |                                  | 23     |                                       |       |  |       |                                       |       |       | 23     | 10          | 0 29            |
| Cattle.  | 4                                | 6      |                                       |       |  |       |                                       |       | 4     | 6      | 10          | 8 45            |
| Cotton (raw).                                    | 35                               | 38     |                                       |       |  |       |                                       |       | 35    | 38     | 73          | 0 18            |
| Crockery and earthenware.                        | 2                                | 2      |                                       |       |  |       |                                       |       | 2     | 2      | 4           | 2 73            |
| Dye wood and dye stuffs.                         | 112                              |        |                                       |       |  |       |                                       |       | 112   |        | 112         | 15 45           |
| Fish.  |                                  |        |                                       |       |  |       |                                       |       |       |        | 602         | 7 55            |
| Flax and hemp.                                   | 126                              | 476    |                                       |       |  |       |                                       |       | 126   | 476    | 602         | 7 55            |
| Flour.   | 31                               | 41     |                                       |       |  |       |                                       |       | 31    | 41     | 72          | 7 06            |
| Furniture.                                       |                                  |        |                                       |       |  |       |                                       |       |       |        | 65          | 21 32           |
| Gypsum.  | 61                               | 4      |                                       |       |  |       |                                       |       | 61    | 4      | 65          | 0 03            |
| Glass (all kinds).                               | 887                              | 6      |                                       |       |  |       |                                       |       | 887   | 6      | 893         | 0 42            |
| Hay (pressed).                                   |                                  | 1      |                                       |       |  |       |                                       |       |       | 1      | 15          | 0 12            |
| Hogs.  | 10                               | 5      |                                       |       |  |       |                                       |       | 10    | 5      | 15          | 0 12            |
| Hides and skins, horns and hoofs.                | 4                                |        |                                       |       |  |       |                                       |       | 4     |        | 4           | 1 78            |
| Ice.   |                                  |        |                                       |       |  |       |                                       |       |       |        | 60          | 2 22            |
| Iron, railway—                                   | 54                               | 6      |                                       |       |  |       |                                       |       | 54    | 6      | 60          | 6 95            |
| do pig.  | 89                               |        |                                       |       |  |       |                                       |       | 89    |        | 89          |                 |
| do all other.                                    | 207                              | 33     |                                       |       |  |       |                                       |       | 207   | 33     | 239         |                 |

No. 15.—GENERAL STATEMENT showing the Quantity of each Article transported, &amp;c.—Continued.

| ARTICLES.  | From Canadian to Canadian Ports. |       | From Canadian to United States Ports. |       | From United States to United States Ports. |       | From United States to Canadian Ports. |       | Tons. |       | Total Tons. | Amount of Tolls. |
|--|----------------------------------|-------|---------------------------------------|-------|--|-------|---------------------------------------|-------|-------|-------|-------------|------------------|
|  | Up.                              | Down. | Up.                                   | Down. | Up.  | Down. | Up.                                   | Down. | Up.   | Down. |             |                  |
| Iron ore.....                                    | 840                              | 2,308 |                                       |       |  |       |                                       |       | 840   | 2,308 | 3,148       | 157 05           |
| Kryolite chemical ore and other ore, except iron | 19                               | 5     |                                       |       |  |       |                                       |       | 19    | 5     | 24          | 0 81             |
| Lard and lard oil.....                           | 19                               | 9     |                                       |       |  |       |                                       |       | 19    | 9     | 28          | 0 77             |
| Meal, all kinds.....                             | 9                                | 3     |                                       |       |  |       |                                       |       | 9     | 3     | 12          | 0 37             |
| Meats, other than pork.....                      |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Marble.....                                      |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Manilla.....                                     | 134                              | 13    |                                       |       |  |       |                                       |       | 134   | 13    | 147         | 13 35            |
| Molasses.....                                    | 231                              | 2     |                                       |       |  |       |                                       |       | 231   | 2     | 233         | 28 10            |
| Nails.....                                       | 32                               | 25    |                                       |       |  |       |                                       |       | 32    | 25    | 57          | 1 64             |
| Oats.....  | 83                               | 136   |                                       |       |  |       |                                       |       | 83    | 136   | 219         | 20 52            |
| Oil (in barrels)                                 |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Oil cake.....                                    | 27                               | 10    |                                       |       |  |       |                                       |       | 27    | 10    | 37          | 0 10             |
| Pease.....                                       | 87                               | 55    |                                       |       |  |       |                                       |       | 87    | 55    | 142         | 4 53             |
| Potatoes.....                                    | 99                               | 37    |                                       |       |  |       |                                       |       | 99    | 37    | 136         | 3 50             |
| Pork.....  | 26                               | 3     |                                       |       |  |       |                                       |       | 26    | 3     | 29          | 3 53             |
| Paint.....                                       | 34                               | 1     |                                       |       |  |       |                                       |       | 34    | 1     | 35          | 3 90             |
| Pitch and tar.....                               | 6                                | 2     |                                       |       |  |       |                                       |       | 6     | 2     | 8           | 0 72             |
| Rags.....  | 32                               | 3     |                                       |       |  |       |                                       |       | 32    | 3     | 35          | 1 14             |
| Rye.....   | 3                                |       |                                       |       |  |       |                                       |       | 3     |       | 3           | 0 27             |
| Rosin.....                                       | 1,005                            | 139   |                                       |       |  |       |                                       |       | 1,005 | 139   | 1,144       | 32 98            |
| Salt.....  | 24                               | 680   |                                       |       |  |       |                                       |       | 24    | 680   | 704         | 32 83            |
| Stone intended for cutting.                      | 1                                | 1     |                                       |       |  |       |                                       |       | 1     | 1     | 2           | 0 27             |
| do wrought.....                                  |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| do not suitable for cutting, unwrought           |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Seeds, all kinds.....                            | 1                                | 9     |                                       |       |  |       |                                       |       | 1     | 9     | 10          | 0 25             |
| Sheep.....                                       | 10                               | 2     |                                       |       |  |       |                                       |       | 10    | 2     | 12          | 0 33             |
| Soda ash.....                                    | 19                               |       |                                       |       |  |       |                                       |       | 19    |       | 19          | 1 78             |
| Steel.....                                       | 24                               |       |                                       |       |  |       |                                       |       | 24    |       | 24          | 1 19             |
| Stead.....                                       | 258                              | 53    |                                       |       |  |       |                                       |       | 258   | 53    | 311         | 30 91            |
| Sugar.....                                       | 105                              | 55    |                                       |       |  |       |                                       |       | 105   | 55    | 160         | 17 88            |
| Spirits, beer, &c.....                           | 1                                |       |                                       |       |  |       |                                       |       | 1     |       | 1           | 0 07             |
| Tobacco (raw).....                               |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Tallow.....                                      | 19                               |       |                                       |       |  |       |                                       |       | 19    |       | 19          | 1 88             |
| Tin.....   | 1                                |       |                                       |       |  |       |                                       |       | 1     |       | 1           | 0 09             |
| Turpentine.....                                  |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |

|   |        |        |        |        |        |        |         |          |
|---|--------|--------|--------|--------|--------|--------|---------|----------|
| Wheat.....  | 10     | 286    | 1      | 10     | 286    | 1      | 306     | 8 63     |
| White lead.....   | 16     | 1      | 1      | 16     | 1      | 1      | 17      | 1 62     |
| Whiting.....  | 29     | 5      | 5      | 29     | 5      | 5      | 29      | 2 76     |
| Wool.....   | 590    | 422    | 422    | 540    | 422    | 422    | 7       | 0 22     |
| do All other goods and merchandise, not enumerated..... | 31     | 31     | 31     | 31     | 31     | 31     | 1,012   | 113 40   |
| Bark.....   | 38     | 46     | 46     | 38     | 46     | 46     | 31      | 1 45     |
| Barrels, empty.....                                     | 1,257  | 340    | 340    | 1,257  | 340    | 340    | 84      | 6 36     |
| Floats.....   | 12,381 | 779    | 779    | 12,381 | 779    | 779    | 1,597   | 28 18    |
| Firewood, in vessels.....                               | 88     | 4      | 4      | 88     | 4      | 4      | 13,160  | 263 64   |
| do in rafts.....  | 22,720 | 7,018  | 7,018  | 31,233 | 7,018  | 7,018  | 38,251  | 2,034 76 |
| Hop poles.....  | 94     | 94     | 94     | 94     | 94     | 94     | 92      | 9 53     |
| Lumber, sawn, in vessels.....                           | 4,519  | 782    | 782    | 4,519  | 782    | 782    | 4,519   | 10 00    |
| do in rafts.....  | 782    | 88     | 88     | 782    | 88     | 88     | 782     | 532 23   |
| Masts, spars and telegraph poles, in vessels.....       | 570    | 88     | 88     | 570    | 88     | 88     | 570     | 83 03    |
| do in rafts.....  | 88     | 26     | 26     | 88     | 26     | 26     | 88      | 15 29    |
| Railway ties, in vessels.....                           | 20     | 20     | 20     | 20     | 20     | 20     | 154     | 58 80    |
| do in rafts.....  | 1      | 1      | 1      | 1      | 1      | 1      | 28      | 4 31     |
| Sawlogs.....  | 20     | 20     | 20     | 20     | 20     | 20     | 1       | 0 13     |
| Shingles.....   | 661    | 40     | 40     | 661    | 40     | 40     | 40      | 0 76     |
| Split posts and fence rails, in vessels.....            | 742    | 6      | 6      | 742    | 6      | 6      | 701     | 32 49    |
| do in rafts.....  | 2      | 2      | 2      | 2      | 2      | 2      | 742     | 11 44    |
| Timber, square, in vessels.....                         | 50,290 | 24,905 | 24,905 | 58,850 | 24,905 | 24,905 | 8       | 1 30     |
| do in rafts.....  | 3,252  | 660    | 660    | 3,252  | 660    | 660    | 88,755  | 4,171 33 |
| Traverses.....  | 13,020 | 660    | 660    | 13,020 | 660    | 660    | 13,680  |          |
| Woodenware and wood partly manufactured.....            | 66,562 | 25,565 | 25,565 | 75,122 | 25,565 | 25,565 | 100,687 |          |
| Total freight paying tolls.....                         |        |        |        |        |        |        |         |          |
| Coal, free, per Order in Council.....                   |        |        |        |        |        |        |         |          |
| Firewood do do  |        |        |        |        |        |        |         |          |
| Grand Total Freight                                     |        |        |        |        |        |        |         |          |
| Total tolls on vessels.....                             |        |        |        |        |        |        |         |          |
| do passengers.....                                      |        |        |        |        |        |        |         |          |
| do free coal, \$86.84 ; firewood, \$228.00.....         |        |        |        |        |        |        |         |          |
| Wharfage and storage.....                               |        |        |        |        |        |        |         |          |
| Fines and damages.....                                  |        |        |        |        |        |        |         |          |
| Other receipts.....                                     |        |        |        |        |        |        |         |          |
| Total revenue, exclusive of hydraulic rents.....        |        |        |        |        |        |        |         |          |

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

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, 30th September, 1891.

APPENDIX A—Continued—CANALS.

No. 16.—GENERAL STATEMENT showing the Quality of each Article transported on the St. Peter's Canal, and the Amount of Revenue Collected during the Fiscal Year ended 30th June, 1891.

| ARTICLES.                       | From Canadian to Canadian Ports. |        | From Canadian to United States Ports. |       | From United States to United States Ports. |       | From United States to Canadian Ports. |       | Tons. |        | Total Tons. | Amount of Tolls. |
|---------------------------------|----------------------------------|--------|---------------------------------------|-------|--|-------|---------------------------------------|-------|-------|--------|-------------|------------------|
|                                 | Up.                              | Down.  | Up.                                   | Down. | Up.  | Down. | Up.                                   | Down. | Up.   | Down.  |             |                  |
| Fish.....                       | 115                              | 534    |                                       |       |  |       |                                       |       | 115   | 534    | 649         | \$ 6 49          |
| Flour.....                      | 722                              | 440    |                                       |       |  |       |                                       |       | 722   | 440    | 1,162       | 11 62            |
| Coal.....                       | 1,117                            | 16,961 |                                       |       |  |       |                                       |       | 1,117 | 16,961 | 18,078      | 180 78           |
| Lumber.....                     | 928                              | 1,691  |                                       |       |  |       |                                       |       | 928   | 1,691  | 2,619       | 26 19            |
| Other agricultural products..   | 1,421                            | 5,085  |                                       |       |  |       |                                       |       | 1,421 | 5,085  | 6,506       | 65 06            |
| Other merchandise ..            | 280                              | 225    |                                       |       |  |       |                                       |       | 280   | 225    | 505         | 5 06             |
| Total freight paying tolls..... | 4,583                            | 24,936 |                                       |       |  |       |                                       |       | 4,583 | 24,936 | 29,519      | 295 19           |
| Tolls on vessels.....           |                                  |        |                                       |       |  |       |                                       |       |       |        |             | 1,233 66         |
| Other receipts.....             |                                  |        |                                       |       |  |       |                                       |       |       |        |             | 177 91           |
| Total revenue.....              |                                  |        |                                       |       |  |       |                                       |       |       |        |             | 1,706 76         |

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

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, 30th September, 1891.

APPENDIX A—Continued.

No. 17.—GENERAL STATEMENT showing the Quantity of each Article transported on the Trent Valley Canal, and the Amount of Revenue collected during the Fiscal Year ended 30th June, 1891.

| ARTICLES.  | From Canadian to Canadian Ports. |       | From Canadian to United States Ports. |       | From United States to United States Ports. |       | From United States to Canadian Ports. |       | Tons. |       | Total Tons. | Amount of Tolls. |
|--|----------------------------------|-------|---------------------------------------|-------|--|-------|---------------------------------------|-------|-------|-------|-------------|------------------|
|  | Up.                              | Down. | Up.                                   | Down. | Up.  | Down. | Up.                                   | Down. | Up.   | Down. |             |                  |
| Ashes, pot and pearl.                            |                                  |       |                                       |       |  |       |                                       |       |       |       |             | \$ cts.          |
| Apples.  |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Agricultural products not enumerated, vegetable. |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| do do animal.                                    |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Agricultural implements.                         |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Barley.  |                                  | 20    |                                       |       |  |       |                                       |       |       | 20    | 20          | 0 60             |
| Bricks.  |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Bones.   |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Brinstone.                                       |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Cement and water lime.                           |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Clay, lime and sand.                             |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Coal.  |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Corn.  |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Cattle.  |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Cotton, raw                                      |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Crockery and earthenware.                        |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Dye wood and dye stuffs.                         |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Fish.  |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Flax and hemp.                                   |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Flour.   | 35                               |       |                                       |       |  |       |                                       |       | 35    |       | 35          | 0 35             |
| Furniture.                                       |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Gypsum.  |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Glass, all kinds.                                |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Hay, pressed.                                    |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Hogs.  |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Horses.  |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Hides and skins, horns and hoofs.                |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Ice.   |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Iron, railway                                    |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| do pig.  |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| do all other                                     |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Iron ore.  | 3                                |       |                                       |       |  |       |                                       |       | 3     |       | 3           | 0 09             |

No. 17.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—Continued.

| ARTICLES.   | From Canadian to Canadian Ports. |       | From Canadian to United States Ports. |       | From United States to United States Ports. |       | From United States to Canadian Ports. |       | Tons. |       | Total Tons. | Amount of Tolls. |
|---|----------------------------------|-------|---------------------------------------|-------|--|-------|---------------------------------------|-------|-------|-------|-------------|------------------|
|   | Up.                              | Down. | Up.                                   | Down. | Up.  | Down. | Up.                                   | Down. | Up.   | Down. |             |                  |
| Kryolite chemical ore and other ore, except iron. |                                  |       |                                       |       |  |       |                                       |       |       |       |             | \$ cts.          |
| Lard and lard oil.                                |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Mead, all kinds.                                  |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Meats, other than pork.                           |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Marble.   |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Manilla.  |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Molasses.   |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Nails.  |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Oats.   |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Oil, in barrels.                                  |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Oil cake.   |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Pease.  |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Potatoes.   |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Pork.   |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Paint.  |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Pitch and tar.                                    |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Rags.   |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Roan.   |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Salt.   |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Stone, intended for cutting.                      |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| do wrought.                                       | 420                              |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| do not suitable for cutting, unwrought.           |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Seeds, all kinds.                                 |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Sheep.  |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Soda ash.   |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Steel.  |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Sugar.  |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Spirits, beer, &c.                                |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Tobacco, raw.                                     |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Tallow.   |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Tin.  |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Turpentine.                                       |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Wheat.  |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| White lead.                                       |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
|   |                                  |       |                                       |       |  |       |                                       |       | 420   |       | 420         | 1 96             |

[illegible]

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

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, 30th September, 1891.



APPENDIX A—Continued—CANALS.

No. 18.—GENERAL STATEMENT showing the Quantity of each Article transported on the Murray Canal, and the Amount of Revenue collected during the Fiscal Year ended 30th June, 1891.

| ARTICLES.  | From Canadian to Canadian Ports. |       | From Canadian to United States Ports. |       | From United States to United States Ports. |       | From United States to Canadian Ports. |       | Tons. |       | Total Tons. | Amount of Tolls. |
|--|----------------------------------|-------|---------------------------------------|-------|--|-------|---------------------------------------|-------|-------|-------|-------------|------------------|
|  | Up.                              | Down. | Up.                                   | Down. | Up.  | Down. | Up.                                   | Down. | Up.   | Down. |             |                  |
| Ashes, pot and pearl.                            | 600                              | 108   |                                       |       |  |       |                                       |       | 869   | 108   | 977         | 17 82            |
| Apples.  | 7                                | 11    |                                       |       |  |       |                                       |       | 7     | 11    | 18          | 0 36             |
| Agricultural products not enumerated, vegetable. | 4                                |       |                                       |       |  |       |                                       |       | 4     |       | 4           | 0 08             |
| do do animal.                                    | 5                                | 2     |                                       |       |  |       |                                       |       | 5     | 2     | 7           | 0 20             |
| Agricultural implements.                         | 216                              | 100   |                                       | 692   |  |       |                                       |       | 908   | 100   | 1,008       | 18 92            |
| Barley.  |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Bricks.  |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Bones.   |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Brimstone.                                       |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Cement and water lime.                           | 7                                |       |                                       |       |  |       |                                       |       | 7     |       | 7           | 0 14             |
| Clay, lime and sand.                             | 2                                | 25    |                                       |       |  |       |                                       |       | 2     | 25    | 27          | 0 50             |
| Coal.  |                                  |       |                                       | 250   |  |       |                                       | 820   |       | 1,070 | 1,070       | 20 08            |
| Corn.  |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Cattle.  |                                  |       |                                       |       |  |       |                                       |       |       | 1     | 1           | 0 02             |
| Cotton, raw.                                     | 6                                | 1     |                                       |       |  |       |                                       |       | 6     |       | 6           | 0 16             |
| Crockery and earthenware.                        |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Dye wood and dye stuffs.                         | 22                               |       |                                       |       |  |       |                                       |       | 22    |       | 22          | 0 43             |
| Fish.  |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Flax and hemp.                                   | 10                               | 62    |                                       |       |  |       |                                       |       | 10    | 62    | 72          | 1 38             |
| Flour.   | 12                               | 20    |                                       | 6     |  |       |                                       | 1     | 18    | 21    | 39          | 1 13             |
| Furniture.                                       |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Gypsum.  | 18                               | 1     |                                       |       |  |       |                                       |       | 18    | 1     | 19          | 0 49             |
| Glass, all kinds.                                |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Hay, pressed.                                    |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Hogs.  | 18                               | 6     |                                       |       |  |       |                                       | 1     | 18    | 7     | 25          | 0 52             |
| Hides and skins, horns and hoofs.                |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Iron, railway.                                   | 85                               | 280   |                                       |       |  |       |                                       |       | 1,275 | 280   | 1,275       | 31 88            |
| do pig.  | 265                              | 6     |                                       |       |  |       |                                       |       |       |       | 280         | 5 25             |
| do do all other.                                 |                                  |       |                                       |       |  |       |                                       |       | 85    |       | 85          | 1 60             |
| do ore.  |                                  |       |                                       |       |  |       |                                       |       | 265   | 6     | 271         | 5 14             |



No. 18.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—Continued.

| ARTICLES.                                   | From Canadian to Canadian Ports. |       | From Canadian to United States Ports. |       | From United States to United States Ports. |       | From United States to Canadian Ports. |       | Tons. |       | Total Tons. | Amount of Tolls. |
|---|----------------------------------|-------|---------------------------------------|-------|--|-------|---------------------------------------|-------|-------|-------|-------------|------------------|
|   | Up.                              | Down. | Up.                                   | Down. | Up.  | Down. | Up.                                   | Down. | Up.   | Down. |             |                  |
| Railway ties, in vessels.                   |                                  |       |                                       |       |  |       |                                       |       |       |       |             | \$ cts.          |
| do rafts                                    |                                  |       | 153                                   |       |  |       |                                       |       | 153   |       | 153         | 1 53             |
| Saw logs.                                   |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Staves and headings, barrel                 |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| do pipe.                                    |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| do do                                       |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| do West India                               |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Staves, salt barrel.                        |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Shingles.                                   |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| do do                                       | 3                                |       | 13                                    |       |  |       |                                       |       | 16    |       | 16          | 1 14             |
| Split posts and fence rails, in vessels.    |                                  |       | 7                                     |       |  |       |                                       |       | 7     |       | 7           | 0 33             |
| do rafts                                    |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Timber square, in vessels.                  | 80                               |       |                                       |       |  |       |                                       |       | 80    |       | 80          | 0 50             |
| do rafts.                                   | 120                              | 1,360 |                                       |       |  |       |                                       |       | 120   | 1,360 | 1,480       | 18 50            |
| Traverses.                                  |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Woodenware and wood partly manufactured.    | 41                               | 1     |                                       |       |  |       |                                       |       | 41    | 1     | 42          | 0 80             |
| Total freight paying tolls.                 | 5,431                            | 3,342 | 3,677                                 | 250   |  |       |                                       |       | 9,108 | 4,477 | 13,585      | 231 56           |
| Total tolls on vessels.                     |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| do passengers.                              |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Damages.                                    |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| Total revenue, exclusive of hydraulic rent. |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |
| 711 02                                      |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                  |

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

ARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, 30th September, 1891.

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## STATEMENT OF TRAFFIC.

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APPENDIX A—

No. 19.—STATEMENT of Traffic on the undermentioned Canals, and the

| ARTICLES.  | Welland Canal. |           | St. Lawrence Canals. |           | Chambly Canal. |          |
|--|----------------|-----------|----------------------|-----------|----------------|----------|
|  | Tons.          | Tolls.    | Tons.                | Tolls.    | Tons.          | Tolls.   |
| <i>Class No. 1.</i>                                |                | \$ cts.   |                      | \$ cts.   |                | \$ cts.  |
| Canadian vessels, steam.....                       | 300,242        | 3,299 83  | 724,187              | 4,116 90  | 71,964         | 215 61   |
| United States vessels, steam.....                  | 438,224        | 6,577 78  | 24,906               | 181 45    | 2,408          | 28 59    |
| Canadian vessels, sail.....                        | 192,958        | 3,801 08  | 903,495              | 9,806 66  | 53,589         | 849 76   |
| United States vessels, sail.....                   | 99,475         | 2,228 70  | 67,743               | 524 55    | 112,054        | 1,504 20 |
| Total, Class No. 1.....                            | 1,030,899      | 15,907 39 | 1,720,331            | 14,629 56 | 240,015        | 2,598 16 |
| <i>Class No. 2.</i>                                | No.            |           | No.                  |           | No.            |          |
| Passengers.....                                    | 24,089         | 353 55    | 61,614               | 3,086 83  | 3,360          | 56 18    |
| <i>Class No. 3.</i>                                | Tons.          |           | Tons.                |           | Tons.          |          |
| Bricks.....  | 208            | 26 76     | 12,824               | 551 54    | 241            | 22 44    |
| Brimstone.....                                     | 680            | 102 00    | 234                  | 20 80     | 147            | 28 35    |
| Cement and water lime.....                         | 421            | 62 64     | 2,849                | 389 03    |                |          |
| Clay, lime and sand.....                           | 255            | 17 94     | 30,226               | 1,353 29  | 5,149          | 537 61   |
| Fish.....  | 219            | 35 30     | 393                  | 40 27     |                |          |
| Gypsum.....  |                |           | 839                  | 17 78     |                |          |
| Iron, railway.....                                 |                |           | 14,594               | 2,156 02  |                |          |
| do pig.....  |                |           | 3,403                | 416 05    |                |          |
| do all other.....                                  | 1,320          | 220 63    | 10,864               | 714 83    | 2              | 0 20     |
| Steel.....   | 226            | 33 90     | 161                  | 21 70     |                |          |
| Salt.....  | 1,463          | 272 98    | 11,983               | 1,605 09  | 766            | 68 86    |
| Stone, for cutting.....                            | 6,897          | 1,379 40  | 5,878                | 519 26    | 2,062          | 202 06   |
| Apples.....  | 131            | 6 69      | 2,555                | 364 65    | 420            | 37 74    |
| Barley.....  | 8,247          | 1,563 90  | 2,602                | 52 49     | 496            | 28 21    |
| Corn.....  | 248,317        | 49,663 05 | 16,004               | 1,194 55  | 7              | 0 24     |
| Cotton, raw.....                                   |                |           | 2                    | 0 30      |                |          |
| Flax and hemp.....                                 |                |           | 5                    | 0 65      |                |          |
| Flour.....   | 15,754         | 2,245 92  | 5,041                | 673 64    | 174            | 5 80     |
| Hay, pressed.....                                  |                |           | 859                  | 55 01     | 2,156          | 84 96    |
| Meals, all kinds.....                              | 26,233         | 5,246 50  | 1,008                | 72 19     | 48             | 1 60     |
| Oil cake.....                                      | 2              | 0 40      | 2                    | 0 16      |                |          |
| Oats.....  | 28,645         | 5,728 25  | 2,823                | 107 36    | 507            | 16 93    |
| Pease.....   | 404            | 80 80     | 24,375               | 489 91    | 89             | 2 99     |
| Potatoes.....                                      | 29             | 2 59      | 92                   | 7 82      | 10             | 0 80     |
| Rye.....   | 817            | 122 55    | 1,908                | 38 22     |                |          |
| Seeds, all kinds.....                              | 149            | 28 90     | 4,243                | 180 50    |                |          |
| Tobacco, raw.....                                  | 4              | 0 65      | 22                   | 2 11      | 4              | 0 27     |
| Wheat.....   | 150,926        | 29,610 58 | 25,210               | 882 93    |                |          |
| All other agricultural products,<br>vegetable..... | 219            | 12 90     | 1,254                | 143 47    |                |          |
| Bones.....   | 1              | 0 02      | 113                  | 14 99     |                |          |
| Cattle.....  | 2              | 0 04      | 522                  | 39 20     | 75             | 2 40     |
| Hogs.....  |                |           | 48                   | 6 25      |                |          |
| Hides and skins, horns and hoofs.....              | 73             | 10 95     | 28                   | 3 11      |                |          |
| Horses.....  | 52             | 2 32      | 385                  | 29 01     | 12             | 0 40     |
| Lard and lard oil.....                             | 111            | 22 10     | 323                  | 31 63     |                |          |
| Meats, other than pork.....                        | 32             | 5 60      | 34                   | 3 14      |                |          |
| Pork.....  | 400            | 79 90     | 417                  | 39 49     | 3              | 0 10     |
| Sheep.....   |                |           | 149                  | 11 41     | 147            | 4 90     |
| Tallow.....  | 112            | 19 50     | 57                   | 6 98      |                |          |
| Wool.....  | 166            | 33 20     | 13                   | 1 95      |                |          |
| All other agricultural products,<br>animal.....    | 14             | 2 80      | 735                  | 71 99     |                |          |
| Total, Class No. 3.....                            | 492,529        | 96,641 66 | 185,077              | 12,330 77 | 12,515         | 1,046 86 |

Continued—CANALS.

Amount of Tolls collected during the Fiscal Year ended 30th June, 1891.

| Murray Canal. |         | Ottawa Canals. |          | Rideau Canal. |          | St. Peter's Canal. |          | Trent Valley Canals. |         |
|---------------|---------|----------------|----------|---------------|----------|--------------------|----------|----------------------|---------|
| Tons.         | Tolls.  | Tons.          | Tolls.   | Tons.         | Tolls.   | Tons.              | Tolls.   | Tons.                | Tolls.  |
|               | \$ cts. |                | \$ cts.  |               | \$ cts.  |                    | \$ cts.  |                      | \$ cts. |
| 105,676       | 234 63  | 171,093        | 691 55   | 66,857        | 633 35   | 8,360              | 167 20   | 27,065               | 204 72  |
| 85            | 0 50    | 26             | 0 25     | 956           | 16 55    |                    |          |                      |         |
| 12,421        | 47 20   | 189,832        | 2,763 84 | 68,548        | 905 14   | 53,323             | 1,066 46 | 28,958               | 123 15  |
| 254           | 3 28    | 32,574         | 759 02   | 7,649         | 106 23   |                    |          |                      |         |
| 118,436       | 285 61  | 393,525        | 4,214 66 | 144,010       | 1,661 27 | 61,683             | 1,233 66 | 56,023               | 327 87  |
| No.           |         | No.            |          | No.           |          | No.                |          | No.                  |         |
| 14,437        | 155 69  | 12,683         | 166 15   | 4,376         | 122 39   | .....              | .....    | 8,001                | 79 98   |
| Tons.         |         | Tons.          |          | Tons.         |          | Tons.              |          | Tons.                |         |
| .....         | .....   | 120            | 6 90     | 40            | 1 52     | .....              | .....    | 20                   | 0 60    |
| 7             | 0 14    | 41             | 4 00     | 117           | 3 29     | .....              | .....    | .....                | .....   |
| 27            | 0 50    | 8,744          | 258 08   | 403           | 9 44     | .....              | .....    | .....                | .....   |
| 22            | 0 43    | 3              | 0 30     | 112           | 2 73     | 649                | 6 49     | .....                | .....   |
| .....         | .....   | .....          | .....    | .....         | .....    | .....              | .....    | .....                | .....   |
| 280           | 5 25    | .....          | .....    | 60            | 1 78     | .....              | .....    | .....                | .....   |
| 85            | 1 60    | .....          | .....    | 89            | 2 22     | .....              | .....    | .....                | .....   |
| 271           | 5 14    | 33             | 2 10     | 239           | 6 95     | .....              | .....    | .....                | .....   |
| .....         | .....   | 1              | 0 05     | 24            | 1 19     | .....              | .....    | .....                | .....   |
| 257           | 4 82    | 5              | 0 21     | 1,144         | 32 98    | .....              | .....    | .....                | .....   |
| 182           | 3 42    | .....          | .....    | 704           | 32 83    | .....              | .....    | .....                | .....   |
| 977           | 17 82   | 92             | 5 10     | 105           | 2 47     | .....              | .....    | .....                | .....   |
| 1,008         | 18 92   | 95             | 8 54     | 101           | 2 37     | .....              | .....    | .....                | .....   |
| .....         | .....   | .....          | .....    | 23            | 0 63     | .....              | .....    | .....                | .....   |
| 1             | 0 02    | .....          | .....    | .....         | .....    | .....              | .....    | .....                | .....   |
| .....         | .....   | .....          | .....    | .....         | .....    | .....              | .....    | .....                | .....   |
| 72            | 1 38    | 56             | 4 67     | 602           | 15 45    | 1,162              | 11 62    | 35                   | 0 35    |
| .....         | .....   | 439            | 40 79    | 903           | 21 32    | .....              | .....    | .....                | .....   |
| 1             | 0 02    | 22             | 1 79     | 28            | 0 77     | .....              | .....    | .....                | .....   |
| .....         | .....   | .....          | .....    | 3             | 0 10     | .....              | .....    | .....                | .....   |
| .....         | .....   | 833            | 65 35    | 57            | 1 64     | .....              | .....    | .....                | .....   |
| 114           | 2 15    | 1,179          | 88 34    | 37            | 0 91     | .....              | .....    | .....                | .....   |
| .....         | .....   | 779            | 59 40    | 142           | 4 53     | .....              | .....    | .....                | .....   |
| 325           | 6 11    | 17             | 1 18     | 35            | 1 14     | .....              | .....    | .....                | .....   |
| 1             | 0 02    | 28             | 2 75     | 10            | 0 25     | .....              | .....    | .....                | .....   |
| 3             | 0 06    | .....          | .....    | 1             | 0 07     | .....              | .....    | .....                | .....   |
| 1,020         | 12 90   | 39             | 3 83     | 306           | 8 63     | .....              | .....    | .....                | .....   |
| .....         | .....   | .....          | .....    | .....         | .....    | .....              | .....    | .....                | .....   |
| 18            | 0 36    | 86             | 5 73     | 39            | 1 39     | 6,506              | 65 06    | .....                | .....   |
| .....         | .....   | 30             | 2 74     | 42            | 1 60     | .....              | .....    | .....                | .....   |
| .....         | .....   | 676            | 43 85    | 10            | 0 29     | .....              | .....    | .....                | .....   |
| .....         | .....   | 10             | 0 52     | 1             | 0 03     | .....              | .....    | .....                | .....   |
| 2             | 0 04    | 39             | 3 45     | 4             | 0 12     | .....              | .....    | .....                | .....   |
| 25            | 0 52    | 139            | 9 24     | 15            | 0 42     | .....              | .....    | .....                | .....   |
| 3             | 0 06    | 12             | 0 32     | 24            | 0 81     | .....              | .....    | .....                | .....   |
| .....         | .....   | 28             | 2 60     | 12            | 0 37     | .....              | .....    | .....                | .....   |
| 5             | 0 10    | 43             | 1 61     | 136           | 3 59     | .....              | .....    | .....                | .....   |
| .....         | .....   | 342            | 24 78    | 12            | 0 33     | .....              | .....    | .....                | .....   |
| 2             | 0 04    | 2              | 0 20     | .....         | .....    | .....              | .....    | .....                | .....   |
| 6             | 0 12    | 3              | 0 30     | 7             | 0 22     | .....              | .....    | .....                | .....   |
| .....         | .....   | .....          | .....    | .....         | .....    | .....              | .....    | .....                | .....   |
| 4             | 0 08    | 1,333          | 108 77   | 441           | 12 54    | .....              | .....    | .....                | .....   |
| 4,718         | 82 02   | 15,269         | 757 99   | 6,028         | 176 92   | 8,317              | 83 17    | 55                   | 0 95    |

## APPENDIX

## No. 19.—STATEMENT of the Traffic on the undermentioned

| ARTICLES.  | Welland Canal. |           | St. Lawrence Canals. |          | Chambly Canal. |          |
|--|----------------|-----------|----------------------|----------|----------------|----------|
|  | Tons.          | Tolls.    | Tons.                | Tolls.   | Tons.          | Tolls.   |
| <i>Class No. 4.</i>                                |                | \$ cts.   |                      | \$ cts.  |                | \$ cts.  |
| Ashes, pot and pearl .....                         | 45             | 9 00      | 86                   | 16 18    |                |          |
| Agricultural implements .....                      |                |           | 101                  | 14 26    | 2              | 0 20     |
| Crockery and earthenware .....                     | 5              | 0 10      | 365                  | 70 37    | 23             | 2 30     |
| Dye woods and dye stuffs .....                     |                |           | 240                  | 14 75    | 116            | 11 60    |
| Furniture .....                                    | 29             | 5 18      | 717                  | 117 47   | 5              | 0 50     |
| Glass, all kinds .....                             | 40             | 5 92      | 582                  | 109 95   | 1              | 0 10     |
| Marble .....                                       | 4,931          | 739 65    | 35                   | 6 90     |                |          |
| Manilla .....                                      | 114            | 17 10     | 17                   | 3 29     |                |          |
| Molasses .....                                     | 75             | 11 25     | 994                  | 125 17   | 250            | 25 00    |
| Nails .....  | 123            | 10 22     | 4,194                | 647 85   |                |          |
| Oil, in barrels .....                              | 62             | 3 51      | 1,564                | 213 80   | 141            | 13 54    |
| Paint .....  | 176            | 25 36     | 548                  | 80 85    | 10             | 1 00     |
| Pitch and tar .....                                | 603            | 90 45     | 360                  | 31 97    | 221            | 22 10    |
| Rags .....   |                |           | 133                  | 25 80    |                |          |
| Rosin .....  |                |           | 2,322                | 117 03   | 2,229          | 219 14   |
| Soda ash .....                                     | 980            | 146 74    | 1,690                | 322 87   |                |          |
| Sugar .....  | 855            | 117 53    | 3,339                | 604 42   |                |          |
| Stone, wrought .....                               | 397            | 44 06     | 165                  | 8 85     | 139            | 13 90    |
| Tin .....  | 1              | 0 02      | 629                  | 109 01   |                |          |
| Turpentine .....                                   |                |           | 126                  | 8 21     | 92             | 9 20     |
| White lead .....                                   | 3              | 0 45      | 171                  | 31 13    |                |          |
| Whiting .....                                      | 1              | 0 15      | 684                  | 136 39   |                |          |
| Whiskey and all other spirits .....                | 296            | 57 64     | 1,122                | 207 08   | 1              | 0 04     |
| Merchandise, not enumerated .....                  | 37,793         | 5,678 46  | 11,878               | 1,856 04 | 3,493          | 253 13   |
| Total, Class No. 4. ....                           | 46,529         | 6,962 79  | 32,062               | 4,879 64 | 6,723          | 576 75   |
| <i>Class No. 5.</i>                                |                |           |                      |          |                |          |
| Bark .....   |                |           |                      |          |                |          |
| Barrels, empty .....                               | 131            | 17 31     | 390                  | 45 15    |                |          |
| Boat knees .....                                   |                |           |                      |          |                |          |
| Floats .....                                       |                |           | 5,572                | 84 91    |                |          |
| Firewood, in vessels .....                         | 13,332         | 572 86    | 12,667               | 293 42   | 8,833          | 308 87   |
| do rafts .....                                     |                |           |                      |          |                |          |
| Lumber, sawn, in vessels .....                     | 56,571         | 9,751 04  | 39,706               | 1,314 69 | 85,570         | 5,038 93 |
| do rafts .....                                     | 15             | 2 03      | 134                  | 6 00     | 50             | 4 00     |
| Hoops .....  |                |           | 1                    | 0 10     |                |          |
| Railway ties, in vessels .....                     | 207            | 19 70     | 1,004                | 20 03    | 4,223          | 333 04   |
| do rafts .....                                     |                |           |                      |          |                |          |
| Masts, spars and telegraph poles, in vessels ..... | 1              | 0 25      |                      |          |                |          |
| Masts, spars and telegraph poles, in rafts .....   | 26             | 0 83      | 18,522               | 463 05   |                |          |
| Square timber, in vessels .....                    | 62,750         | 9,519 98  | 1,719                | 23 80    |                |          |
| do rafts .....                                     | 54             | 5 92      | 9,262                | 234 80   |                |          |
| Woodenware and wood partly manufactured .....      | 5              | 2 00      | 100                  | 31 00    |                |          |
| Shingles .....                                     | 14             | 9 60      | 49                   | 10 87    | 192            | 29 08    |
| Split posts and fence rails, in vessels .....      |                |           |                      |          |                |          |
| Split posts and fence rails, in rafts .....        |                |           |                      |          |                |          |
| Saw logs .....                                     | 4,759          | 246 45    | 20,562               | 468 82   |                |          |
| Staves and headings, barrel .....                  |                |           |                      |          |                |          |
| do pipe .....                                      | 114            | 21 31     |                      |          |                |          |
| do West India .....                                | 36             | 6 75      |                      |          |                |          |
| do salt barrel .....                               |                |           | 9                    | 0 17     |                |          |
| Traverses .....                                    |                |           | 10,854               | 28 25    |                |          |
| Hop poles .....                                    |                |           |                      |          |                |          |
| Total, Class No. 5. ....                           | 138,015        | 20,176 03 | 120,551              | 3,025 06 | 98,868         | 5,713 92 |

**A—Continued.**

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

| Murray Canal. |         | Ottawa Canals. |           | Rideau Canal. |          | St. Peter's Canal. |         | Trent Valley Canals. |         |
|---------------|---------|----------------|-----------|---------------|----------|--------------------|---------|----------------------|---------|
| Tons.         | Tolls.  | Tons.          | Tolls.    | Tons.         | Tolls.   | Tons.              | Tolls.  | Tons.                | Tolls.  |
|               | \$ cts. |                | \$ cts.   |               | \$ cts.  |                    | \$ cts. |                      | \$ cts. |
| 7             | 0 20    | 18             | 3 42      | 27            | 3 47     |                    |         |                      |         |
| 6             | 0 16    | 15             | 2 31      | 153           | 16 12    |                    |         |                      |         |
|               |         | 4              | 0 34      | 73            | 8 45     |                    |         |                      |         |
| 39            | 1 13    | 35             | 4 35      | 2             | 0 18     |                    |         |                      |         |
| 19            | 0 49    | 8              | 0 96      | 72            | 7 55     |                    |         |                      |         |
| 6             | 0 15    |                |           | 65            | 7 06     |                    |         |                      |         |
| 10            | 0 26    |                |           |               |          |                    |         |                      |         |
|               |         | 24             | 2 33      | 147           | 13 35    |                    |         |                      |         |
| 333           | 8 37    | 31             | 2 92      | 293           | 28 10    |                    |         |                      |         |
| 168           | 4 21    | 35             | 2 69      | 219           | 20 52    |                    |         |                      |         |
| 26            | 0 67    | 2              | 0 24      | 29            | 3 56     |                    |         |                      |         |
|               |         |                |           | 35            | 3 50     |                    |         |                      |         |
| 11            | 0 28    | 3              | 0 44      | 8             | 0 72     |                    |         |                      |         |
|               |         |                |           | 3             | 0 27     |                    |         |                      |         |
| 50            | 1 26    |                |           | 19            | 1 78     |                    |         |                      |         |
| 134           | 3 39    | 54             | 4 58      | 311           | 30 91    |                    |         |                      |         |
|               |         | 3              | 0 57      | 2             | 0 27     |                    |         |                      |         |
| 8             | 0 22    | 12             | 0 79      | 19            | 1 88     |                    |         |                      |         |
|               |         | 1              | 0 06      | 1             | 0 09     |                    |         |                      |         |
| 34            | 0 87    |                |           | 17            | 1 62     |                    |         |                      |         |
| 77            | 1 93    | 3              | 0 15      | 29            | 2 76     |                    |         |                      |         |
| 62            | 1 61    | 22             | 1 43      | 160           | 17 88    |                    |         |                      |         |
| 843           | 21 30   | 475            | 65 83     | 1,012         | 113 40   | 506                | 5 05    | 159                  | 4 77    |
| 1,833         | 46 50   | 745            | 93 40     | 2,696         | 283 44   | 505                | 5 05    | 159                  | 4 77    |
|               |         |                |           |               |          |                    |         |                      |         |
| 11            | 0 35    | 15             | 1 47      | 31            | 1 45     |                    |         | 17                   | 0 65    |
|               |         | 86             | 10 73     | 84            | 6 36     |                    |         |                      |         |
|               |         | 12,540         | 127 42    | 1,597         | 28 18    |                    |         | 457                  | 5 60    |
| 1,506         | 12 58   | 43,286         | 1,744 75  | 13,160        | 263 64   |                    |         | 16,416               | 166 64  |
|               |         | 480            | 25 47     |               |          |                    |         |                      |         |
| 845           | 9 86    | 511,347        | 39,149 37 | 38,251        | 2,034 76 | 2,619              | 26 19   | 418                  | 6 50    |
| 9             | 0 19    | 190            | 10 29     | 92            | 9 53     |                    |         |                      |         |
|               |         | 246            | 28 90     |               |          |                    |         |                      |         |
| 153           | 1 53    | 1,065          | 223 51    | 4,519         | 532 23   |                    |         | 163                  | 6 50    |
|               |         |                |           | 782           | 83 03    |                    |         | 239                  | 8 29    |
| 28            | 0 18    | 313            | 10 44     |               |          |                    |         | 429                  | 4 65    |
|               |         |                |           | 94            | 10 00    |                    |         |                      |         |
| 80            | 0 50    | 1,530          | 64 13     | 40            | 0 76     |                    |         | 27                   | 2 61    |
| 1,480         | 18 50   | 1,370          | 23 63     | 701           | 32 49    |                    |         | 1,613                | 26 50   |
| 42            | 0 80    | 59             | 46 03     | 8             | 1 30     |                    |         |                      |         |
| 16            | 1 14    | 422            | 327 07    | 154           | 58 80    |                    |         | 172                  | 14 95   |
| 7             | 0 33    | 1              | 1 76      | 28            | 4 31     |                    |         | 8                    | 0 53    |
|               |         |                |           | 1             | 0 13     |                    |         |                      |         |
|               |         |                |           | 658           | 15 29    |                    |         | 2,199                | 19 07   |
|               |         |                |           |               |          |                    |         |                      |         |
|               |         | 200            | 1 08      | 742           | 11 44    |                    |         | 880                  | 3 00    |
| 4,177         | 45 96   | 573,150        | 41,796 05 | 60,942        | 3,093 70 | 2,619              | 26 19   | 23,038               | 265 49  |



APPENDIX

No. 19.—STATEMENT of Traffic on the undermentioned

| ARTICLES.   | Welland Canal. |            | St. Lawrence Canals. |           | Chambly Canal. |           |
|---|----------------|------------|----------------------|-----------|----------------|-----------|
|   | Tons.          | Tolls.     | Tons.                | Tolls.    | Tons.          | Tolls.    |
| <i>Special Class.</i>   |                | \$ cts.    |                      | \$ cts.   |                | \$ cts.   |
| Coal.....   | 236,290        | 45,974 30  | 168,721              | 23,613 56 | 97,738         | 9,572 07  |
| Kryolite or chemical ore.....   | 3,094          | 154 70     | 3,780                | 189 00    |                |           |
| Iron ore.....   | 5,238          | 261 90     |                      |           | 129            | 12 90     |
| Gypsum, crude.....  | 205            | 2 56       |                      |           |                |           |
| Stone, unwrought, not suitable<br>for cutting.....                    | 7,031          | 681 68     | 13,995               | 311 70    | 416            | 41 60     |
| Ice.....  | 4,300          | 215 00     | 1,467                | 206 65    | 8,283          | 561 80    |
| Total, Special Class.....   | 256,158        | 47,290 14  | 187,963              | 24,320 91 | 106,566        | 10,188 37 |
| Total, freight and tolls.....   | 933,231        | 187,331 56 | 525,653              | 62,272 77 | 224,672        | 20,180 24 |
| Timber and other wood, free....                                       | 326            | 16 26      | 7,569                | 746 33    |                |           |
| Wheat, corn, flour, iron, salt, coal,<br>&c., &c., free.....          | 25,945         | 3,891 75   | 296,082              | 10,065 40 | 392            | 33 64     |
| Grand totals, passengers and ton-<br>nage of vessels not included.... | 959,502        | 191,239 57 | 829,304              | 73,084 50 | 225,064        | 20,213 88 |

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, 30th September, 1891.

## A—Continued.

## Canals, and the amount of Tolls collected, &amp;c.—Continued.

| Murray Canal. |         | Ottawa Canals. |           | Rideau Canal. |          | St. Peter's Canal. |          | Trent Valley Canals. |         |
|---------------|---------|----------------|-----------|---------------|----------|--------------------|----------|----------------------|---------|
| Tons.         | Tolls.  | Tons.          | Tolls.    | Tons.         | Tolls.   | Tons.              | Tolls.   | Tons.                | Tolls.  |
|               | \$ cts. |                | \$ cts.   |               | \$ cts.  |                    | \$ cts.  |                      | \$ cts. |
| 1,070         | 20 08   | 2,250          | 112 50    | 10,941        | 460 22   | 18,078             | 180 78   |                      |         |
|               |         |                |           | 3,148         | 157 05   |                    |          | 3                    | 0 09    |
| 512           | 5 12    |                |           |               |          |                    |          | 420                  | 1 96    |
| 1,275         | 31 88   |                |           |               |          |                    |          |                      |         |
| 2,857         | 57 08   | 2,250          | 112 50    | 14,089        | 617 27   | 18,078             | 180 78   | 423                  | 2 05    |
| 13,585        | 672 86  | 591,414        | 47,140 75 | 83,755        | 5,954 99 | 29,519             | 1,528 85 | 23,675               | 681 11  |
|               |         | 49,564         | 631 31    | 13,680        | 228 00   |                    |          |                      |         |
|               |         |                |           | 3,252         | 86 84    |                    |          |                      |         |
| 13,585        | 672 86  | 640,978        | 47,772 06 | 100,687       | 6,269 83 | 29,519             | 1,528 85 | 23,675               | 681 11  |

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

## APPENDIX

No. 20.—SUMMARY STATEMENT of Traffic on the undermentioned Canals during the  
of Property passed through and the

| ARTICLES.                       | Welland Canal. |           | St. Lawrence Canals. |           | Chambly Canal. |          |
|---------------------------------|----------------|-----------|----------------------|-----------|----------------|----------|
|                                 | Tons.          | Tolls.    | Tons.                | Tolls.    | Tons.          | Tolls.   |
|                                 |                | \$ cts.   |                      | \$ cts.   |                | \$ cts.  |
| Vessels of all kinds. . . . .   | 1,030,899      | 15,907 39 | 1,720,331            | 14,629 56 | 240,015        | 2,598 16 |
| Passengers. . . . .             | No.<br>24,089  | 353 55    | No.<br>61,614        | 3,086 83  | No.<br>3,360   | 56 18    |
| <i>Forest, Produce of Wood.</i> |                |           |                      |           |                |          |
|                                 | Tons.          |           | Tons.                |           | Tons.          |          |
| Bark. . . . .                   |                |           |                      |           |                |          |
| Boat knees. . . . .             |                |           |                      |           |                |          |
| Floats. . . . .                 |                |           | 5,572                | 84 91     |                |          |
| do. . . . . Free.               |                |           |                      |           |                |          |
| Firewood. . . . .               | 13,332         | 572 86    | 12,667               | 293 42    | 8,833          | 308 87   |
| do. . . . . Free.               |                |           |                      |           |                |          |
| Hoops and hop poles. . . . .    |                |           | 1                    | 0 10      |                |          |
| Lumber, sawed. . . . .          | 56,586         | 9,753 07  | 39,840               | 1,320 69  | 85,620         | 5,042 93 |
| do. . . . . Free.               |                |           | 3,347                |           |                |          |
| Masts, spars, &c. . . . .       | 27             | 1 08      | 18,522               | 463 05    |                |          |
| do. . . . . Free.               |                |           |                      |           |                |          |
| Railway ties. . . . .           | 207            | 19 70     | 1,004                | 20 03     | 4,223          | 333 04   |
| do. . . . . Free.               | 25             |           |                      |           |                |          |
| Saw-logs. . . . .               | 4,759          | 246 45    | 20,562               | 468 82    |                |          |
| do. . . . . Free.               | 301            |           |                      |           |                |          |
| Staves, all kinds. . . . .      | 150            | 28 06     | 9                    | 0 17      |                |          |
| Shingles. . . . .               | 14             | 9 60      | 49                   | 10 87     | 192            | 29 08    |
| Split posts and rails. . . . .  |                |           |                      |           |                |          |
| do. . . . . Free.               |                |           | 400                  |           |                |          |
| Timber, square. . . . .         | 62,804         | 9,525 90  | 10,981               | 258 60    |                |          |
| do. . . . . Free.               |                |           | 2,320                |           |                |          |
| Traverses. . . . .              |                |           | 10,854               | 28 25     |                |          |
| Total. . . . .                  | 138,205        | 20,156 72 | 126,128              | 2,948 91  | 98,868         | 5,713 92 |
| <i>Farm Stock.</i>              |                |           |                      |           |                |          |
| Cattle. . . . .                 | 2              | 0 04      | 522                  | 39 20     | 75             | 2 40     |
| Hogs. . . . .                   |                |           | 48                   | 6 25      |                |          |
| Horses. . . . .                 | 52             | 2 32      | 385                  | 29 01     | 12             | 0 40     |
| do. . . . . Free.               |                |           | 3                    |           |                |          |
| Sheep. . . . .                  |                |           | 149                  | 11 41     | 147            | 4 90     |
| Total. . . . .                  | 54             | 2 36      | 1,107                | 85 87     | 234            | 7 70     |

A—Continued.

Fiscal Year ended 30th June, 1891, showing the Total Quantity of each Description Amount of Tolls collected thereon.

| Murray Canal. |         | Ottawa Canals. |           | Rideau Canal. |          | St. Peter's Canal. |          | Trent Valley Canal. |         |
|---------------|---------|----------------|-----------|---------------|----------|--------------------|----------|---------------------|---------|
| Tons.         | Tolls.  | Tons.          | Tolls.    | Tons.         | Tolls.   | Tons.              | Tolls.   | Tons.               | Tolls.  |
|               | \$ cts. |                | \$ cts.   |               | \$ cts.  |                    | \$ cts.  |                     | \$ cts. |
| 118,436       | 285 61  | 393,525        | 4,214 66  | 144,010       | 1,661 27 | 61,683             | 1,233 66 | 56,023              | 327 87  |
| No.<br>14,437 | 155 69  | No.<br>12,683  | 166 15    | No.<br>4,376  | 122 39   | No.                |          | No.<br>8,001        | 79 98   |
| Tons.         |         | Tons.          |           | Tons.         |          | Tons.              |          | Tons.               |         |
|               |         | 15             | 1 47      | 31            | 1 45     |                    |          | 17                  | 0 65    |
|               |         | 12,540         | 127 42    | 1,597         | 28 18    |                    |          | 457                 | 5 60    |
|               |         | 11,340         |           |               |          |                    |          |                     |         |
| 1,506         | 12 58   | 43,766         | 1,770 22  | 13,160        | 263 64   |                    |          | 16,416              | 166 64  |
|               |         | 10,166         |           | 13,680        |          |                    |          |                     |         |
|               |         | 246            | 28 90     |               |          |                    |          |                     |         |
| 854           | 10 05   | 511,537        | 39,159 66 | 38,343        | 2,044 29 | 2,619              | 26 19    | 418                 | 6 50    |
|               |         | 885            |           |               |          |                    |          |                     |         |
| 28            | 0 18    | 313            | 10 44     | 94            | 10 00    |                    |          | 456                 | 7 26    |
|               |         | 10             |           |               |          |                    |          |                     |         |
| 153           | 1 53    | 1,065          | 223 51    | 5,301         | 615 26   |                    |          | 402                 | 14 79   |
|               |         | 11,025         |           |               |          |                    |          |                     |         |
|               |         |                |           | 658           | 15 29    |                    |          | 2,199               | 19 07   |
|               |         | 13,328         |           |               |          |                    |          |                     |         |
|               |         |                |           |               |          |                    |          |                     |         |
| 16            | 1 14    | 422            | 327 07    | 154           | 58 80    |                    |          | 172                 | 14 95   |
| 7             | 0 33    | 1              | 1 76      | 29            | 4 44     |                    |          | 8                   | 0 53    |
|               |         | 10             |           |               |          |                    |          |                     |         |
| 1,560         | 19 00   | 2,900          | 87 76     | 741           | 33 25    |                    |          | 1,613               | 26 50   |
|               |         | 2,560          |           |               |          |                    |          |                     |         |
|               |         | 200            | 1 08      | 742           | 11 44    |                    |          | 880                 | 3 00    |
|               |         |                |           |               |          |                    |          |                     |         |
| 4,124         | 44 81   | 622,329        | 41,739 29 | 74,530        | 3,086 04 | 2,619              | 26 19    | 23,038              | 265 49  |
|               |         |                |           |               |          |                    |          |                     |         |
|               |         |                |           |               |          |                    |          |                     |         |
|               |         | 676            | 43 85     | 10            | 0 29     |                    |          |                     |         |
|               |         | 10             | 0 52      | 1             | 0 03     |                    |          |                     |         |
| 25            | 0 52    | 139            | 9 24      | 15            | 0 42     |                    |          |                     |         |
|               |         |                |           |               |          |                    |          |                     |         |
|               |         | 342            | 24 78     | 12            | 0 33     |                    |          |                     |         |
|               |         |                |           |               |          |                    |          |                     |         |
| 25            | 0 52    | 1,167          | 78 39     | 38            | 1 07     |                    |          |                     |         |

## APPENDIX

## No. 20.—SUMMARY STATEMENT of Traffic on the undermentioned

| ARTICLES.  | Welland Canal. |           | St. Lawrence Canals. |          | Chambly Canal. |         |
|--|----------------|-----------|----------------------|----------|----------------|---------|
|  | Tons.          | Tolls.    | Tons.                | Tolls.   | Tons.          | Tolls.  |
| <i>Produce of Animals.</i>                                 |                | \$ cts.   |                      | \$ cts.  |                | \$ cts. |
| Bones .....  | 1              | 0 02      | 113                  | 14 99    |                |         |
| Horns and hoofs, hides and skins,<br>raw .....             | 73             | 10 95     | 28                   | 3 11     |                |         |
| Lard and lard oil .....                                    | 111            | 22 10     | 323                  | 31 63    |                |         |
| do .....   | 72             |           | 100                  |          |                |         |
| Meats other than pork .....                                | 32             | 5 60      | 34                   | 3 14     |                |         |
| do .....   | 1              |           |                      |          |                |         |
| Pork .....   | 400            | 79 90     | 417                  | 39 49    | 3              | 0 10    |
| do .....   |                |           | 322                  |          |                |         |
| Tallow .....   | 112            | 19 50     | 57                   | 6 98     |                |         |
| do .....   |                |           | 54                   |          |                |         |
| Wool .....   | 166            | 33 20     | 13                   | 1 95     |                |         |
| Agricultural products not enumer-<br>ated, animal .....    | 14             | 2 80      | 735                  | 71 99    |                |         |
| Agricultural products not enumer-<br>ated, animal .....    |                |           | 14                   |          |                |         |
| Total .....  | 982            | 174 07    | 2,210                | 173 28   | 3              | 0 10    |
| <i>Agricultural Products.</i>                              |                |           |                      |          |                |         |
| Agricultural products not enumer-<br>ated, vegetable ..... | 219            | 12 90     | 1,254                | 143 47   |                |         |
| Agricultural products not enumer-<br>ated, vegetable ..... | 23             |           | 1                    |          |                |         |
| Apples .....   | 131            | 6 69      | 2,555                | 364 65   | 420            | 37 74   |
| Barley .....   | 8,247          | 1,563 90  | 2,602                | 52 49    | 496            | 28 21   |
| Cotton, raw .....  |                |           | 2                    | 0 30     |                |         |
| Corn .....   | 248,317        | 49,663 05 | 16,004               | 1,194 55 | 7              | 0 24    |
| do .....   |                |           | 85,527               |          |                |         |
| Flax and hemp .....  |                |           | 5                    | 0 65     |                |         |
| do .....   | 1              |           |                      |          |                |         |
| Flour .....  | 15,754         | 2,245 92  | 5,041                | 673 64   | 174            | 5 80    |
| do .....   |                |           | 1,233                |          |                |         |
| Hay, pressed .....   |                |           | 859                  | 55 01    | 2,156          | 84 96   |
| Meal, all kinds .....                                      | 26,233         | 5,246 50  | 1,008                | 72 19    | 48             | 1 60    |
| do .....   |                |           | 233                  |          |                |         |
| Manilla .....  | 114            | 17 10     | 17                   | 3 29     |                |         |
| Oats .....   | 28,645         | 5,728 25  | 2,823                | 107 36   | 507            | 16 93   |
| do .....   |                |           | 9                    |          |                |         |
| Pease .....  | 404            | 80 80     | 24,375               | 489 91   | 89             | 2 99    |
| do .....   |                |           | 390                  |          |                |         |
| Potatoes .....   | 29             | 2 59      | 92                   | 7 82     | 10             | 0 80    |
| Rye .....  | 817            | 122 55    | 1,908                | 38 22    |                |         |
| Seeds, flax, clover and grass .....                        | 149            | 28 90     | 4,243                | 180 50   |                |         |
| do .....   | 100            |           | 1                    |          |                |         |
| Tobacco, raw .....   | 4              | 0 65      | 22                   | 2 11     | 4              | 0 27    |
| do .....   |                |           | 1                    |          |                |         |
| Wheat .....  | 150,926        | 29,610 58 | 25,210               | 882 93   |                |         |
| do .....   |                |           | 108,468              |          |                |         |
| Total .....  | 480,113        | 94,330 38 | 283,883              | 4,269 09 | 3,911          | 179 54  |
| <i>Manufactures.</i>                                       |                |           |                      |          |                |         |
| Ashes, pot and pearl .....                                 | 45             | 9 00      | 86                   | 16 18    |                |         |
| do .....   | 10             |           | 45                   |          |                |         |
| Agricultural implements .....                              |                |           | 101                  | 14 26    | 2              | 0 20    |
| Barrels, empty .....                                       | 131            | 17 31     | 390                  | 45 15    |                |         |
| Bricks .....   | 208            | 26 76     | 12,824               | 551 54   | 241            | 22 44   |

A—Continued.

Canals, and the amount of Tolls collected thereon, &amp;c.—Continued.

| Murray Canals. |         | Ottawa Canals. |         | Rideau Canal. |         | St. Peter's Canals. |         | Trent Valley Canals. |         |
|----------------|---------|----------------|---------|---------------|---------|---------------------|---------|----------------------|---------|
| Tons.          | Tolls.  | Tons.          | Tolls.  | Tons.         | Tolls.  | Tons.               | Tolls.  | Tons.                | Tolls.  |
|                | \$ cts. |                | \$ cts. |               | \$ cts. |                     | \$ cts. |                      | \$ cts. |
|                |         | 30             | 2 74    | 42            | 1 60    |                     |         |                      |         |
| 2              | 0 04    | 39             | 3 45    | 4             | 0 12    |                     |         |                      |         |
| 3              | 0 06    | 12             | 0 82    | 24            | 0 81    |                     |         |                      |         |
|                |         | 28             | 2 60    | 12            | 0 37    |                     |         |                      |         |
| 5              | 0 10    | 43             | 1 61    | 136           | 3 59    |                     |         |                      |         |
| 2              | 0 04    | 2              | 0 20    |               |         |                     |         |                      |         |
| 6              | 0 12    | 3              | 0 30    | 7             | 0 22    |                     |         |                      |         |
| 4              | 0 08    | 1,333          | 108 77  | 441           | 12 54   |                     |         |                      |         |
|                |         |                |         |               |         |                     |         |                      |         |
| 22             | 0 44    | 1,490          | 120 49  | 666           | 19 25   |                     |         |                      |         |
|                |         |                |         |               |         |                     |         |                      |         |
| 18             | 0 36    | 86             | 5 73    | 39            | 1 39    | 6,506               | 65 06   |                      |         |
| 977            | 17 82   | 92             | 5 10    | 105           | 2 47    |                     |         |                      |         |
| 1,008          | 18 92   | 95             | 8 54    | 101           | 2 37    |                     |         |                      |         |
| 1              | 0 02    |                |         | 23            | 0 63    |                     |         |                      |         |
|                |         |                |         |               |         |                     |         |                      |         |
| 72             | 1 38    | 56             | 4 67    | 602           | 15 45   | 1,162               | 11 62   | 35                   | 0 35    |
|                |         | 439            | 40 79   | 903           | 21 32   |                     |         |                      |         |
| 1              | 0 02    | 22             | 1 79    | 28            | 0 77    |                     |         |                      |         |
| 10             | 0 26    |                |         |               |         |                     |         |                      |         |
|                |         | 833            | 65 35   | 57            | 1 64    |                     |         |                      |         |
| 114            | 2 15    | 1,179          | 88 34   | 37            | 0 91    |                     |         |                      |         |
|                |         | 779            | 59 40   | 142           | 4 53    |                     |         |                      |         |
| 325            | 6 11    | 17             | 1 18    | 35            | 1 14    |                     |         |                      |         |
| 1              | 0 02    | 28             | 2 75    | 10            | 0 25    |                     |         |                      |         |
| 3              | 0 06    |                |         | 1             | 0 07    |                     |         |                      |         |
| 1,020          | 12 90   | 39             | 3 83    | 306           | 8 63    |                     |         |                      |         |
|                |         |                |         |               |         |                     |         |                      |         |
| 3,550          | 60 02   | 3,665          | 287 47  | 2,389         | 61 57   | 7,668               | 76 68   | 0 35                 | 0 35    |
|                |         |                |         |               |         |                     |         |                      |         |
|                |         | 18             | 3 42    | 27            | 3 47    |                     |         |                      |         |
| 7              | 0 20    | 15             | 2 31    | 153           | 16 12   |                     |         |                      |         |
| 11             | 0 35    | 86             | 10 73   | 84            | 6 36    |                     |         |                      |         |
|                |         | 120            | 6 90    | 40            | 1 52    |                     |         | 20                   | 0 60    |

## APPENDIX

## No. 20.—SUMMARY STATEMENT of Traffic on the undermentioned

| ARTICLES.                      | Welland Canal. |               | St. Lawrence Canals. |                 | Chambly Canals. |               |
|--------------------------------|----------------|---------------|----------------------|-----------------|-----------------|---------------|
|                                | Tons.          | Tolls.        | Tons.                | Tolls.          | Tons.           | Tolls.        |
| <i>Manufactures—Concluded.</i> |                | \$ cts.       |                      | \$ cts.         |                 | \$ cts.       |
| Bricks.....Free.               | 398            |               |                      |                 |                 |               |
| Cement and water lime.....     | 421            | 62 64         | 2,849                | 389 03          |                 |               |
| do.....Free.                   | 381            |               | 836                  |                 |                 |               |
| Crockery and earthenware.....  | 5              | 0 10          | 365                  | 70 37           | 23              | 2 30          |
| do.....Free.                   | 124            |               |                      |                 |                 |               |
| Furniture.....                 | 20             | 5 18          | 717                  | 117 47          | 5               | 0 50          |
| do.....Free.                   |                |               | 2                    |                 |                 |               |
| Glass, all kinds.....          | 40             | 5 92          | 582                  | 109 95          | 1               | 0 10          |
| do.....Free.                   | 16             |               | 1                    |                 |                 |               |
| Iron, railway.....             |                |               | 14,594               | 2,156 02        |                 |               |
| do.....Free.                   | 14,186         |               |                      |                 |                 |               |
| Iron, pig.....                 |                |               | 3,403                | 416 05          |                 |               |
| do do.....Free.                | 76             |               |                      |                 |                 |               |
| do all other.....              | 1,320          | 220 63        | 10,864               | 714 83          | 2               | 0 20          |
| do do.....Free.                | 706            |               | 2                    |                 |                 |               |
| Molasses.....                  | 75             | 11 25         | 994                  | 125 17          |                 |               |
| Nails.....                     | 123            | 10 22         | 4,194                | 647 85          | 250             | 25 00         |
| do.....Free.                   | 457            |               |                      |                 |                 |               |
| Oil.....                       | 62             | 3 51          | 1,564                | 213 80          | 141             | 13 54         |
| do.....Free.                   | 32             |               | 6                    |                 |                 |               |
| Oil cake.....                  | 2              | 0 40          | 2                    | 0 16            |                 |               |
| do.....Free.                   |                |               | 2                    |                 |                 |               |
| Paint.....                     | 176            | 25 36         | 548                  | 80 85           | 10              | 1 00          |
| do.....Free.                   | 62             |               |                      |                 |                 |               |
| Pitch and tar.....             | 603            | 90 45         | 360                  | 31 97           | 221             | 22 10         |
| do.....Free.                   | 17             |               |                      |                 |                 |               |
| Rosin.....                     |                |               | 2,322                | 117 03          | 2,229           | 219 14        |
| do.....Free.                   | 1              |               |                      |                 |                 |               |
| Soda ash.....                  | 980            | 146 74        | 1,690                | 322 87          |                 |               |
| do.....Free.                   | 523            |               |                      |                 |                 |               |
| Spirits, whiskey, &c.....      | 296            | 57 64         | 1,122                | 207 08          | 1               | 0 04          |
| do do.....Free.                | 232            |               | 103                  |                 |                 |               |
| Steel.....                     | 226            | 33 90         | 161                  | 21 70           |                 |               |
| Sugar.....                     | 855            | 117 53        | 3,339                | 604 42          |                 |               |
| do.....Free.                   | 175            |               |                      |                 |                 |               |
| Tin.....                       | 1              | 0 02          | 629                  | 109 01          |                 |               |
| do.....Free.                   | 37             |               |                      |                 |                 |               |
| Turpentine.....                |                |               | 126                  | 8 21            | 92              | 9 20          |
| do.....Free.                   | 1              |               |                      |                 |                 |               |
| White lead.....                | 3              | 0 45          | 171                  | 31 13           |                 |               |
| do.....Free.                   | 11             |               |                      |                 |                 |               |
| Whiting.....                   | 1              | 0 15          | 684                  | 136 39          |                 |               |
| do.....Free.                   | 52             |               |                      |                 |                 |               |
| Woodenware.....                | 5              | 2 00          | 100                  | 31 00           |                 |               |
| do.....Free.                   |                |               | 1,502                |                 |                 |               |
| <b>Total.....</b>              | <b>23,104</b>  | <b>847 16</b> | <b>67,280</b>        | <b>7,289 49</b> | <b>3,218</b>    | <b>315 76</b> |
| <i>Merchandise.</i>            |                |               |                      |                 |                 |               |
| Brimstone, crude.....          | 680            | 102 00        | 234                  | 20 80           | 147             | 28 35         |
| Clay, lime and sand.....       | 255            | 17 94         | 30,226               | 1,353 29        | 5,149           | 537 61        |
| do do.....Free.                | 23             |               | 707                  |                 |                 |               |
| Coal.....                      | 236,290        | 45,974 30     | 168,721              | 23,613 56       | 97,738          | 9,572 07      |
| do.....Free.                   |                |               | 94,977               |                 | 392             |               |
| Dye woods and dye stuffs.....  |                |               | 240                  | 14 75           | 116             | 11 60         |
| Fish.....                      | 219            | 35 30         | 393                  | 40 27           |                 |               |
| do.....Free.                   | 20             |               | 49                   |                 |                 |               |
| Gypsum.....                    | 205            | 2 56          | 839                  | 17 78           |                 |               |
| Ores, all kinds.....           | 8,332          | 416 60        | 3,780                | 189 00          | 129             | 12 90         |
| do.....Free.                   |                |               | 917                  |                 |                 |               |

A—Continued.

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

| Murray Canal. |         | Ottawa Canals. |         | Rideau Canal. |         | St. Peter's Canal. |         | Trent Valley Canals. |         |
|---------------|---------|----------------|---------|---------------|---------|--------------------|---------|----------------------|---------|
| Tons.         | Tolls.  | Tons.          | Tolls.  | Tons.         | Tolls.  | Tons.              | Tolls.  | Tons.                | Tolls.  |
|               | \$ cts. |                | \$ cts. |               | \$ cts. |                    | \$ cts. |                      | \$ cts. |
| 7             | 0 14    | 41             | 4 00    | 117           | 3 29    |                    |         |                      |         |
| 6             | 0 16    | 4              | 0 34    | 73            | 8 45    |                    |         |                      |         |
| 39            | 1 13    | 35             | 4 35    | 72            | 7 55    |                    |         |                      |         |
| 19            | 0 49    | 8              | 0 96    | 65            | 7 06    |                    |         |                      |         |
| 280           | 5 25    |                |         | 60            | 1 78    |                    |         |                      |         |
| 85            | 1 60    |                |         | 89            | 2 22    |                    |         |                      |         |
| 271           | 5 14    | 33             | 2 10    | 239           | 6 95    |                    |         |                      |         |
|               |         | 24             | 2 33    | 147           | 13 35   |                    |         |                      |         |
| 333           | 8 37    | 31             | 2 92    | 293           | 28 10   |                    |         |                      |         |
| 168           | 4 21    | 35             | 2 69    | 219           | 20 52   |                    |         |                      |         |
|               |         |                |         | 3             | 0 10    |                    |         |                      |         |
| 26            | 0 67    | 2              | 0 24    | 29            | 3 56    |                    |         |                      |         |
|               |         |                |         | 35            | 3 50    |                    |         |                      |         |
|               |         |                |         | 3             | 0 27    |                    |         |                      |         |
| 50            | 1 26    |                |         | 19            | 1 78    |                    |         |                      |         |
| 62            | 1 61    | 22             | 1 43    | 160           | 17 88   |                    |         |                      |         |
|               |         | 1              | 0 05    | 24            | 1 19    |                    |         |                      |         |
| 134           | 3 39    | 54             | 4 58    | 311           | 30 91   |                    |         |                      |         |
| 8             | 0 22    | 12             | 0 79    | 19            | 1 88    |                    |         |                      |         |
|               |         | 1              | 0 05    | 1             | 0 09    |                    |         |                      |         |
| 34            | 0 87    |                |         | 17            | 1 62    |                    |         |                      |         |
| 77            | 1 93    | 3              | 0 15    | 29            | 2 76    |                    |         |                      |         |
| 42            | 0 80    | 59             | 46 03   | 8             | 1 30    |                    |         |                      |         |
|               |         | 240            |         |               |         |                    |         |                      |         |
| 1,659         | 37 79   | 844            | 96 37   | 2,336         | 193 58  |                    |         | 20                   | 0 60    |
|               |         |                |         |               |         |                    |         |                      |         |
| 27            | 0 50    | 8,744          | 258 08  | 403           | 9 44    |                    |         |                      |         |
| 1,070         | 20 08   |                |         | 10,941        | 460 22  | 18,078             | 180 78  |                      |         |
|               |         |                |         | 3,252         |         |                    |         |                      |         |
| 22            | 0 43    | 3              | 0 30    | 2             | 0 18    |                    |         |                      |         |
|               |         |                |         | 112           | 2 73    | 649                | 6 49    |                      |         |
|               |         | 2,250          | 112 50  | 3,148         | 157 05  |                    |         | 3                    | 0 09    |



## APPENDIX

## No. 20.—SUMMARY STATEMENT of Traffic on the undermentioned

| ARTICLES.   | Welland Canal. |            | St. Lawrence Canals. |           | Chambly Canals. |           |
|---|----------------|------------|----------------------|-----------|-----------------|-----------|
|   | Tons.          | Tolls.     | Tons.                | Tolls.    | Tons.           | Tolls.    |
| <i>Merchandise—Concluded.</i>   |                | \$ cts.    |                      | \$ cts.   |                 | \$ cts.   |
| Marble. ....  | 4,931          | 739 65     | 35                   | 6 90      | .....           | .....     |
| Rags. ....  | .....          | .....      | 133                  | 25 80     | .....           | .....     |
| Salt. ....  | 1,463          | 272 98     | 11,983               | 1,605 09  | 766             | 68 86     |
| do ..... Free.  | 7,220          | .....      | .....                | .....     | .....           | .....     |
| Stone, all kinds. ....  | 14,325         | 2,105 14   | 20,038               | 839 81    | 2,617           | 257 56    |
| do ..... Free.  | .....          | .....      | 1,920                | .....     | .....           | .....     |
| All other goods and merchandise,<br>not enumerated. ....                | 42,093         | 5,893 46   | 13,345               | 2,062 69  | 11,776          | 819 93    |
| do do Free  | 988            | .....      | 159                  | .....     | .....           | .....     |
| Total. ....   | 317,044        | 55,559 93  | 348,696              | 29,789 74 | 118,830         | 11,308 88 |
| Grand totals, passengers and ton-<br>nage of vessels not included. .... | 959,502        | 187,331 56 | 829,304              | 62,272 77 | 225,064         | 20,180 24 |

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, 30th September, 1891.

A—Continued.

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

| Murray Canal. |         | Ottawa Canals. |           | Rideau Canals. |          | St. Peter's Canal. |          | Trent Valley Canals. |         |
|---------------|---------|----------------|-----------|----------------|----------|--------------------|----------|----------------------|---------|
| Tons.         | Tolls.  | Tons.          | Tolls.    | Tons.          | Tolls.   | Tons.              | Tolls.   | Tons.                | Tolls.  |
|               | \$ cts. |                | \$ cts.   |                | \$ cts.  |                    | \$ cts.  |                      | \$ cts. |
| 6             | 0 15    |                |           |                |          |                    |          |                      |         |
| 11            | 0 28    | 3              | 0 44      | 8              | 0 72     |                    |          |                      |         |
| 257           | 4 82    | 5              | 0 21      | 1,144          | 32 98    |                    |          |                      |         |
| 694           | 8 54    | 3              | 0 57      | 706            | 33 10    |                    |          | 420                  | 1 96    |
| 2,118         | 53 18   | 475            | 65 83     | 1,012          | 113 40   | 505                | 5 05     | 159                  | 4 77    |
| 4,205         | 87 98   | 11,483         | 437 93    | 20,728         | 809 82   | 19,232             | 192 32   | 582                  | 6 82    |
| 13,585        | 672 86  | 640,978        | 47,140 75 | 100,687        | 5,954 99 | 29,519             | 1,528 85 | 23,675               | 681 11  |

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

APPENDIX A—Continued—CANALS.

No. 21.—STATEMENT showing the Amount of Tolls accrued each month during the Fiscal Year ended 30th June, 1891.

| Canals and Offices.              | 1890.     |           |            |           |           |           | 1891.    |           |           | Total.     |
|----------------------------------|-----------|-----------|------------|-----------|-----------|-----------|----------|-----------|-----------|------------|
|                                  | July.     | August.   | September. | October.  | November. | December. | April.   | May.      | June.     |            |
|                                  | \$ cts.   | \$ cts.   | \$ cts.    | \$ cts.   | \$ cts.   | \$ cts.   | \$ cts.  | \$ cts.   | \$ cts.   | \$ cts.    |
| WELLAND CANAL.                   |           |           |            |           |           |           |          |           |           |            |
| Chippawa ..                      | 2 18      | 2 27      | 6 52       | 6 02      | 4 69      |           |          | 22 24     | 11 03     | 54 95      |
| Colborne ..                      | 21,786 81 | 18,179 23 | 17,401 34  | 14,846 52 | 14,275 63 | 4 80      | 3,746 67 | 17,236 94 | 18,931 79 | 126,409 73 |
| Dalhousie ..                     | 7,203 38  | 7,055 75  | 10,152 59  | 6,970 93  | 5,167 45  | 3 23      | 2,620 79 | 11,466 72 | 8,606 53  | 59,246 37  |
| Dunnville ..                     | 107 73    | 29 43     | 0 50       | 29 51     | 25 08     |           |          | 30 19     | 118 38    | 340 82     |
| Maitland ..                      | 4 00      | 2 36      | 1 00       | 0 50      | 1 50      |           | 8 75     | 0 65      |           | 18 76      |
| Robinson ..                      | 34 00     | 57 61     | 137 35     | 84 89     | 157 90    | 7 09      | 49 46    | 105 53    | 71 93     | 706 36     |
| St. Catharines ..                | 81 12     | 75 65     | 93 67      | 59 78     | 44 44     |           | 64 82    | 80 83     | 54 76     | 554 57     |
| Total, Welland Canal .....       | 23,219 82 | 25,402 30 | 27,792 97  | 21,998 15 | 19,676 69 | 15 12     | 6,489 99 | 28,942 10 | 27,794 42 | 187,331 56 |
| ST. LAWRENCE CANALS.             |           |           |            |           |           |           |          |           |           |            |
| Beauharnois ..                   | 113 75    | 91 52     | 50 29      | 188 18    | 182 92    |           | 1 44     | 45 14     | 117 04    | 790 28     |
| Cardinal ..                      | 219 02    | 60 97     | 77 74      | 73 48     | 68 34     | 14 38     | 7 80     | 151 68    | 100 24    | 773 65     |
| Cornwall ..                      | 2,119 07  | 2,820 81  | 2,414 01   | 2,046 34  | 1,888 67  | 19 00     |          | 2,047 43  | 4,297 33  | 17,652 66  |
| Kingston ..                      | 1,542 48  | 2,934 97  | 2,562 75   | 2,479 32  | 967 44    |           |          | 1,687 13  | 1,969 31  | 14,133 40  |
| Lachine ..                       | 354 29    | 686 57    | 590 63     | 483 34    | 187 65    |           | 19 19    | 252 74    | 366 33    | 2,940 74   |
| Montreal ..                      | 5,564 36  | 4,523 03  | 4,211 72   | 3,118 48  | 2,243 63  |           | 140 79   | 2,789 07  | 3,390 96  | 25,982 04  |
| Total, St. Lawrence Canals ..... | 9,912 97  | 11,117 87 | 9,907 14   | 8,389 14  | 5,528 65  | 33 38     | 169 22   | 6,973 19  | 10,241 21 | 62,272 77  |
| CHAMBLEY CANAL.                  |           |           |            |           |           |           |          |           |           |            |
| Chamblé ..                       | 773 98    | 966 37    | 1,050 02   | 1,271 73  | 614 65    |           |          | 648 74    | 1,098 87  | 6,424 36   |
| St. John's ..                    | 1,577 74  | 1,803 77  | 2,410 40   | 2,067 37  | 938 74    |           |          | 2,613 46  | 1,866 57  | 13,268 06  |
| St. Ours ..                      | 70 76     | 67 50     | 72 48      | 84 69     | 73 76     |           |          | 47 87     | 70 77     | 487 83     |
| Total, Chamblé Canal .....       | 2,422 48  | 2,837 64  | 3,532 90   | 3,423 79  | 1,627 15  |           |          | 3,310 07  | 3,026 21  | 20,180 24  |

|                                 |           |           |           |           |           |       |          |           |           |            |  |
|---------------------------------|-----------|-----------|-----------|-----------|-----------|-------|----------|-----------|-----------|------------|--|
| OTTAWA CANALS.                  |           |           |           |           |           |       |          |           |           |            |  |
| Ottawa.....                     | 5,669 62  | 4,175 29  | 3,201 51  | 3,104 69  | 2,098 17  | ..... | 190 03   | 5,129 73  | 3,941 19  | 27,510 23  |  |
| Carillon.....                   | 20 90     | 38 48     | 11 46     | 36 11     | 32 22     | ..... | 9 67     | 21 92     | 9 64      | 180 40     |  |
| Grenville.....                  | 3,083 34  | 2,729 78  | 2,007 81  | 2,694 12  | 1,830 90  | ..... | 325 09   | 2,757 48  | 2,784 31  | 18,212 83  |  |
| St. Anne's.....                 | 165 28    | 188 40    | 176 63    | 287 38    | 101 70    | ..... | 17 09    | 147 77    | 203 04    | 1,237 29   |  |
| Total, Ottawa Canals.....       | 8,939 14  | 7,131 95  | 5,397 41  | 6,072 30  | 4,062 99  | ..... | 541 88   | 8,066 90  | 6,938 18  | 47,140 75  |  |
| RIDEAU CANAL.                   |           |           |           |           |           |       |          |           |           |            |  |
| Kingston Mills.....             | 207 44    | 234 53    | 231 54    | 241 83    | 68 51     | ..... | .....    | 165 94    | 282 46    | 1,432 25   |  |
| Ottawa.....                     | 902 56    | 608 95    | 582 23    | 596 93    | 294 98    | ..... | 9 14     | 393 84    | 706 02    | 4,094 36   |  |
| Smith's Falls.....              | 101 95    | 88 35     | 71 43     | 29 42     | 53 27     | ..... | .....    | 29 05     | 54 91     | 428 38     |  |
| Total, Rideau Canal .. . . .    | 1,211 95  | 931 84    | 885 20    | 868 18    | 416 46    | ..... | 9 14     | 588 83    | 1,043 39  | 5,954 99   |  |
| ST. PETER'S CANAL.              |           |           |           |           |           |       |          |           |           |            |  |
| St. Peter's Canal .. . . .      | 203 26    | 203 18    | 282 93    | 301 75    | 217 51    | 43 65 | 28 89    | 154 79    | 112 98    | 1,528 85   |  |
| TRENT VALLEY CANALS.            |           |           |           |           |           |       |          |           |           |            |  |
| Burleigh.....                   | 12 00     | 16 75     | 8 00      | .....     | .....     | ..... | .....    | 3 93      | 18 83     | 59 51      |  |
| Bobcaygeon.....                 | 66 82     | 63 84     | 78 76     | 66 79     | 11 12     | ..... | .....    | 9 50      | 45 63     | 341 96     |  |
| Buckhorn.....                   | 8 50      | 13 50     | .....     | .....     | 10 00     | ..... | .....    | .....     | 20 75     | 52 75      |  |
| Fenelon Falls.....              | 0 50      | 8 60      | 10 35     | 7 35      | 5 41      | ..... | .....    | 0 50      | 2 25      | 34 96      |  |
| Hastings.....                   | 4 50      | 4 20      | 1 50      | 11 75     | 1 00      | ..... | .....    | 1 50      | 4 25      | 28 70      |  |
| Peterborough.....               | 32 64     | 26 51     | 24 84     | 27 73     | 14 47     | ..... | 2 70     | 12 10     | 22 24     | 163 23     |  |
| Total, Trent Valley Canals..... | 124 96    | 132 90    | 123 45    | 113 62    | 42 00     | ..... | 2 70     | 27 53     | 113 95    | 681 11     |  |
| MURRAY CANAL.                   |           |           |           |           |           |       |          |           |           |            |  |
| Brighton.....                   | 107 93    | 152 86    | 84 52     | 77 17     | 46 34     | ..... | 13 52    | 54 85     | 135 67    | 672 86     |  |
| Grand Total .. . . .            | 52,142 51 | 47,910 54 | 47,986 52 | 41,244 10 | 31,617 79 | 92 15 | 7,255 34 | 48,108 17 | 49,406 01 | 325,763 13 |  |

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

APPENDIX A—Continued—CANALS.

No. 22.—GENERAL STATEMENT showing the Number, Tonnage and Nationality of Vessels passed through all the Canals during the Fiscal Year ended 30th June, 1891.

| VESSELS.                               | Total Number. | From Canadian to Canadian Ports. |         | From Canadian to United States Ports. |       | From United States to United States Ports. |         | From United States to Canadian Ports. |         | Tons.   |         | Total Tons. | Amount of Tolls. |
|--|---------------|----------------------------------|---------|---------------------------------------|-------|--|---------|---------------------------------------|---------|---------|---------|-------------|------------------|
|  |               | Up.                              | Down.   | Up.                                   | Down. | Up.  | Down.   | Up.                                   | Down.   |         |         |             |                  |
|  |               |                                  |         |                                       |       |  |         |                                       |         |         |         |             |                  |
| WELLAND CANAL.                         |               |                                  |         |                                       |       |  |         |                                       |         |         |         |             |                  |
| Canadian Vessels, steam .....          | 1,020         | 81,052                           | 79,545  | 61,991                                | 1,329 | .....                                      | 292     | 5,872                                 | 70,161  | 148,915 | 151,327 | 300,242     | 3,299 83         |
| do sail .....                          | 750           | 41,760                           | 33,029  | 44,223                                | 3,227 | 286  | .....   | 8,776                                 | 61,657  | 95,045  | 97,913  | 192,958     | 3,801 08         |
| Total Canadian .....                   | 1,770         | 122,812                          | 112,574 | 106,214                               | 4,556 | 286  | 292     | 14,648                                | 131,818 | 243,960 | 249,240 | 493,200     | 7,100 91         |
| United States Vessels, steam .....     | 488           | .....                            | 18      | 6,745                                 | 746   | 206,748                                    | 187,914 | 1,466                                 | 34,587  | 214,959 | 223,265 | 438,224     | 6,577 78         |
| do do sail .....                       | 289           | 241                              | 20      | 3,631                                 | 664   | 44,582                                     | 40,051  | 771                                   | 9,515   | 49,225  | 50,250  | 99,475      | 2,228 70         |
| Total United States .....              | 777           | 241                              | 38      | 10,376                                | 1,410 | 251,330                                    | 227,965 | 2,237                                 | 44,102  | 264,184 | 273,515 | 537,699     | 8,806 48         |
| Grand Total, Welland Canal.            | 2,547         | 123,053                          | 112,612 | 116,590                               | 5,966 | 251,616                                    | 228,257 | 16,885                                | 175,920 | 508,144 | 522,755 | 1,030,899   | 15,907 39        |
| ST. LAWRENCE CANALS.                   |               |                                  |         |                                       |       |  |         |                                       |         |         |         |             |                  |
| Canadian Vessels, steam .....          | 3,696         | 374,221                          | 327,126 | 17,807                                | 56    | .....                                      | 67      | 581                                   | 4,329   | 392,609 | 331,578 | 724,187     | 4,116 90         |
| do sail .....                          | 5,452         | 501,194                          | 316,429 | 24,256                                | 779   | .....                                      | 15      | 119                                   | 60,703  | 525,569 | 377,926 | 903,495     | 9,806 66         |
| Total Canadian .....                   | 9,148         | 875,415                          | 643,555 | 42,063                                | 835   | .....                                      | 82      | 700                                   | 65,032  | 918,178 | 709,504 | 1,627,682   | 13,923 56        |
| United States Vessels, steam .....     | 598           | 805                              | 1,362   | 2,250                                 | 178   | 6,193                                      | 7,321   | 133                                   | 6,664   | 9,381   | 15,525  | 24,906      | 181 45           |
| do do sail .....                       | 730           | 887                              | 11,335  | 4,242                                 | 6,109 | 1,168                                      | 1,113   | 37,425                                | 5,464   | 43,722  | 24,021  | 67,743      | 524 55           |
| Total United States .....              | 1,328         | 1,692                            | 12,697  | 6,492                                 | 6,287 | 7,361                                      | 8,434   | 37,558                                | 12,128  | 53,103  | 39,546  | 92,649      | 706 00           |
| Grand Total, St. Lawrence Canals ..... | 10,476        | 877,107                          | 656,252 | 48,555                                | 7,122 | 7,361                                      | 8,516   | 38,258                                | 77,160  | 971,281 | 749,050 | 1,720,331   | 14,629 56        |

|                               |       |        |         |        |        |  |  |     |       |         |        |         |         |          |
|-------------------------------|-------|--------|---------|--------|--------|--|--|-----|-------|---------|--------|---------|---------|----------|
| CHAMBLY CANAL.                |       |        |         |        |        |  |  |     |       |         |        |         |         |          |
| Canadian Vessels, steam.      | 421   | 36,236 | 34,702  | 53     |        |  |  |     |       | 973     | 36,289 | 35,675  | 71,964  | 215 61   |
| do sail.                      | 536   | 7,905  | 7,745   | 10,120 |        |  |  |     |       | 27,819  | 18,025 | 35,564  | 53,589  | 849 76   |
| Total Canadian                | 1,007 | 44,141 | 42,447  | 10,173 |        |  |  |     |       | 28,792  | 54,314 | 71,239  | 125,553 | 1,065 37 |
| United States Vessels, steam. | 40    | 336    | 316     | 2      |        |  |  |     |       |         | 338    | 2,070   | 2,408   | 28 59    |
| do sail.                      | 1,057 | 2,179  | 2,416   | 30,103 | 4,197  |  |  |     |       | 73,159  | 32,282 | 79,772  | 112,054 | 1,504 20 |
| Total United States           | 1,097 | 2,515  | 2,732   | 30,105 | 4,197  |  |  |     |       | 74,913  | 32,620 | 81,842  | 114,462 | 1,532 79 |
| Grand Total, Chamblly Canal   | 2,104 | 46,656 | 45,179  | 40,278 | 4,197  |  |  |     |       | 103,705 | 86,934 | 153,081 | 240,015 | 2,598 16 |
| MURRAY CANAL.                 |       |        |         |        |        |  |  |     |       |         |        |         |         |          |
| Canadian Vessels, steam.      | 819   | 61,083 | 34,775  | 4,921  |        |  |  | 131 | 4,766 | 66,135  | 39,541 | 105,676 | 234 63  |          |
| do sail.                      | 162   | 3,453  | 4,085   | 3,029  | 177    |  |  | 36  | 1,691 | 6,518   | 5,903  | 12,421  | 47 20   |          |
| Total Canadian                | 981   | 64,536 | 38,810  | 7,950  | 177    |  |  | 167 | 6,457 | 72,653  | 45,444 | 118,097 | 281 83  |          |
| United States Vessels, steam. | 2     |        |         | 49     |        |  |  |     | 36    | 49      | 36     | 85      | 0 50    |          |
| do sail.                      | 13    | 7      | 6       | 149    |        |  |  | 5   | 87    | 161     | 93     | 254     | 3 28    |          |
| Total United States           | 15    | 7      | 6       | 198    |        |  |  | 5   | 123   | 210     | 129    | 339     | 3 78    |          |
| Grand Total, Murray Canal     | 996   | 64,543 | 38,816  | 8,148  | 177    |  |  | 172 | 6,580 | 72,863  | 45,573 | 118,436 | 285 61  |          |
| OTTAWA CANALS.                |       |        |         |        |        |  |  |     |       |         |        |         |         |          |
| Canadian Vessels, steam.      | 1,125 | 56,330 | 112,802 |        | 1,961  |  |  |     |       |         | 56,330 | 114,763 | 171,093 | 691 55   |
| do sail.                      | 1,371 | 9,071  | 156,472 |        | 24,289 |  |  |     |       |         | 9,071  | 180,761 | 189,832 | 2,763 84 |
| Total Canadian                | 2,496 | 65,401 | 269,274 |        | 26,250 |  |  |     |       |         | 65,401 | 295,524 | 300,925 | 3,455 39 |
| United States Vessels, steam. | 1     |        | 26      |        |        |  |  |     |       |         |        | 26      | 26      | 0 25     |
| do sail.                      | 333   | 5,026  | 292     | 183    | 26,797 |  |  | 276 |       |         | 5,485  | 27,089  | 32,574  | 759 02   |
| Total United States           | 334   | 5,026  | 318     | 183    | 26,797 |  |  | 276 |       |         | 5,485  | 27,115  | 32,600  | 759 27   |
| Grand Total, Ottawa Canals    | 2,830 | 70,427 | 269,592 | 183    | 53,047 |  |  | 276 |       |         | 70,886 | 322,639 | 333,525 | 4,214 66 |
| RIDEAU CANAL.                 |       |        |         |        |        |  |  |     |       |         |        |         |         |          |
| Canadian Vessels, steam.      | 1,171 | 31,134 | 35,653  | 70     |        |  |  |     |       |         | 31,204 | 35,653  | 66,857  | 633 35   |
| do sail                       | 933   | 30,340 | 36,342  | 1,866  |        |  |  |     |       |         | 32,266 | 36,342  | 68,548  | 905 14   |
| Total Canadian                | 2,104 | 61,474 | 71,995  | 1,936  |        |  |  |     |       |         | 63,410 | 71,995  | 135,405 | 1,538 49 |

No. 22.—GENERAL STATEMENT showing the Number, Tonnage and Nationality, &c.—Continued.

| VESSELS.                             | Total Number. | From Canadian to Canadian Ports. |        | From Canadian to United States Ports. |       | From United States to United States Ports. |       | From United States to Canadian Ports. |       | Tons.  |        | Total Tons. | Amount of Tolls. |
|--------------------------------------|---------------|----------------------------------|--------|---------------------------------------|-------|--|-------|---------------------------------------|-------|--------|--------|-------------|------------------|
|                                      |               | Up.                              | Down.  | Up.                                   | Down. | Up.  | Down. | Up.                                   | Down. | Up.    | Down.  |             |                  |
| RIDRAU CANAL—Continued.              |               |                                  |        |                                       |       |  |       |                                       |       |        |        |             |                  |
| United States Vessels, steam.....    | 57            | 474                              | 388    |                                       |       |  |       |                                       |       | 568    | 388    | 956         | \$ cts. 16 55    |
| do do sail.....                      | 91            | 1,513                            | 4,015  |                                       |       |  |       |                                       |       | 3,634  | 4,015  | 7,649       | 106 23           |
| Total United States.....             | 148           | 1,987                            | 4,403  |                                       |       |  |       |                                       |       | 4,202  | 4,403  | 8,605       | 122 78           |
| Grand Total, Rideau Canal...         | 2,252         | 63,461                           | 76,398 |                                       |       |  |       |                                       |       | 67,612 | 76,398 | 144,010     | 1,661 27         |
| ST. PETER'S CANAL.                   |               |                                  |        |                                       |       |  |       |                                       |       |        |        |             |                  |
| Canadian Vessels, steam.....         | 33            | 3,357                            | 5,003  |                                       |       |  |       |                                       |       | 3,357  | 5,003  | 8,360       | 167 20           |
| do do sail.....                      | 1,121         | 27,359                           | 25,964 |                                       |       |  |       |                                       |       | 27,359 | 25,964 | 53,323      | 1,066 46         |
| Grand Total, St. Peter's Canal.      | 1,154         | 30,716                           | 30,967 |                                       |       |  |       |                                       |       | 30,716 | 30,967 | 61,683      | 1,233 66         |
| TRENT VALLEY CANAL.                  |               |                                  |        |                                       |       |  |       |                                       |       |        |        |             |                  |
| Canadian Vessels, steam.....         | 732           | 13,998                           | 13,067 |                                       |       |  |       |                                       |       | 13,998 | 13,067 | 27,065      | 204 72           |
| do do sail.....                      | 502           | 15,067                           | 13,891 |                                       |       |  |       |                                       |       | 15,067 | 13,891 | 28,958      | 123 15           |
| Grand Total, Trent Valley Canal..... | 1,234         | 29,065                           | 26,958 |                                       |       |  |       |                                       |       | 29,065 | 26,958 | 56,023      | 327 87           |





APPENDIX A—Continued—CANALS.

No. 23.—COMPARATIVE STATEMENT of the Total Movement of Property, Passengers and Vessels on the undermentioned Canals for the Fiscal Year ended 30th June, 1891, and the three preceding Years.

| GOODS, WARES AND<br>MERCHANDISE.                          | Welland Canal.   |  |           |           | St. Lawrence Canals.   |  |           |           | Chambly Canal.   |  |         |         |
|---|--|--|-----------|-----------|--|--|-----------|-----------|--|--|---------|---------|
|   | 1888.  | 1889.  | 1890.     | 1891.     | 1888.  | 1889.  | 1890.     | 1891.     | 1888.  | 1889.  | 1890.   | 1891.   |
| Farm stock .....  | 17   | 9  | 25        | 54        | 1,092  | 840  | 981       | 1,107     | 195  | 183  | 226     | 234     |
| Forest .....  | 121,892  | 156,771  | 194,144   | 138,205   | 169,219  | 159,430  | 144,461   | 126,128   | 103,164  | 102,102  | 88,955  | 98,868  |
| Manufactures .....  | 34,430   | 23,621   | 29,082    | 23,104    | 65,391   | 67,173   | 81,745    | 67,280    | 16,360   | 13,763   | 7,225   | 3,218   |
| Merchandise .....   | 251,078  | 288,740  | 317,150   | 317,044   | 306,343  | 323,099  | 312,337   | 348,696   | 111,303  | 120,174  | 91,785  | 118,830 |
| Vegetable food and other agri-<br>cultural products ..... | 419,883  | 469,113  | 564,152   | 481,095   | 333,170  | 292,674  | 370,577   | 286,093   | 6,988  | 5,423  | 4,594   | 3,914   |
| Total tons .....  | 827,300  | 938,254  | 1,104,553 | 959,502   | 875,215  | 843,216  | 910,101   | 829,304   | 238,010  | 250,645  | 192,785 | 225,064 |
| Passengers .....  | 5,464  | 3,071  | 9,599     | 24,089    | 58,079   | 48,242   | 51,519    | 61,614    | 3,419  | 3,713  | 4,983   | 3,360   |
| Number of vessels of all kinds ..                         | 2,729  | 2,839  | 3,057     | 2,547     | 9,744  | 9,358  | 11,188    | 10,476    | 2,311  | 2,305  | 2,018   | 2,104   |
| Total tonnage of vessels<br>of all kinds .....            | 807,434  | 939,035  | 1,144,117 | 1,030,899 | 1,682,879  | 1,575,938  | 1,750,414 | 1,720,331 | 247,766  | 249,367  | 224,562 | 240,015 |
|   | Welland Canal.   |  |           |           | St. Lawrence Canals.   |  |           |           | Chambly Canal.   |  |         |         |
|   | Percentage<br>of Decrease of 1891<br>compared with<br>1890, is | Percentage<br>of Increase of 1891<br>compared with<br>1888, is |           |           | Percentage<br>of Decrease of 1891<br>compared with<br>1890, is | Percentage<br>of Decrease of 1891<br>compared with<br>1888, is |           |           | Percentage<br>of Increase of 1891<br>compared with<br>1890, is | Percentage<br>of Decrease of 1891<br>compared with<br>1888, is |         |         |
|   | 13·13  | 13·78  |           |           | 7·45   | 5·53   |           |           | 14·34  | 5·75   |         |         |

| GOODS, WARES AND<br>MERCHANDISE.                          | Murray Canal. |       |        |  | Ottawa Canal. |  |         |  | Rideau Canal. |  |         |  |
|---|---------------|-------|--------|--|---------------|--|---------|--|---------------|--|---------|--|
|   | 1888.         | 1889. | 1890.  | 1891.  | 1888.         | 1889.  | 1890.   | 1891.  | 1888.         | 1889.  | 1890.   | 1891.  |
| Farm stock.....   |               |       | 22     | 25   | 1,220         | 1,294  | 1,028   | 1,107  | 36            | 23   | 25      | 38   |
| Forest .....  |               |       | 6,832  | 4,124  | 608,105       | 687,353  | 698,378 | 622,329  | 75,860        | 91,663   | 105,237 | 74,530   |
| Manufactures.....   |               |       | 34     | 1,659  | 484           | 425  | 360     | 844  | 2,461         | 2,566  | 2,424   | 2,336  |
| Merchandise.....  |               |       | 3,085  | 4,205  | 7,913         | 10,009   | 7,636   | 11,483   | 14,666        | 19,647   | 19,311  | 20,728   |
| Vegetable food and other agri-<br>cultural products ..... |               |       | 621    | 3,572  | 7,712         | 6,051  | 4,382   | 5,155  | 2,945         | 2,442  | 2,393   | 3,055  |
| Total tons .....  |               |       | 10,594 | 13,585   | 685,434       | 705,132  | 712,384 | 640,978  | 95,968        | 116,371  | 129,390 | 100,687  |
| Passengers.....   |               |       | 1,331  | 14,437   | 14,477        | 14,248   | 14,284  | 12,683   | 3,552         | 3,527  | 2,535   | 4,376  |
| Number of vessels, all kinds.....                         |               |       | 167    | 996  | 3,326         | 3,166  | 3,066   | 2,830  | 2,598         | 2,752  | 2,407   | 2,252  |
| Total tonnage of vessels<br>of all kinds.....             |               |       | 22,102 | 118,436  | 431,269       | 430,698  | 410,534 | 393,525  | 163,967       | 184,575  | 159,559 | 144,510  |
|   | Murray Canal. |       |        |  | Ottawa Canal. |  |         |  | Rideau Canal. |  |         |  |
|   |               |       |        | Percentage<br>of Increase of 1891<br>compared with<br>1890, is |               | Percentage<br>of Decrease of 1891<br>compared with<br>1890, is |         | Percentage<br>of Decrease of 1891<br>compared with<br>1888, is |               | Percentage<br>of Decrease of 1891<br>compared with<br>1890, is |         | Percentage<br>of Increase of 1891<br>compared with<br>1888, is |
|   |               |       | 22 '01 |  | 6 '93         |  | 11 '14  |  | 28 '5         |  | 4 '68   |  |

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA,

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

APPENDIX A—Continued—CANALS.

No. 24.—COMPARATIVE STATEMENT of the Tonnage of Vessels and Goods passed through the Canals during the Fiscal Years ended 30th June, 1888, 1889, 1890, 1891.

| PROPERTY AND VESSELS.  | Welland Canal. |           |           |           | St. Lawrence Canals. |           |           |           | Chambly Canal. |         |         |         |
|--|----------------|-----------|-----------|-----------|----------------------|-----------|-----------|-----------|----------------|---------|---------|---------|
|  | 1888.          | 1889.     | 1890.     | 1891.     | 1888.                | 1889.     | 1890.     | 1891.     | 1888.          | 1889.   | 1890.   | 1891.   |
| Tonnage of property, up. ....                                  | 273,484        | 296,090   | 315,726   | 313,480   | 272,405              | 280,075   | 299,357   | 258,594   | 106,740        | 91,226  | 91,668  | 101,722 |
| do down. ....  | 553,816        | 642,164   | 788,827   | 646,022   | 602,810              | 563,141   | 610,744   | 570,710   | 131,270        | 159,419 | 101,117 | 123,342 |
| Total tonnage of property, up and down. ....                   | 827,300        | 938,254   | 1,104,553 | 959,502   | 875,215              | 843,216   | 910,101   | 829,304   | 238,010        | 250,645 | 192,785 | 225,064 |
| Tonnage of vessels, up. ....                                   | 397,961        | 469,884   | 564,536   | 508,144   | 965,731              | 915,314   | 1,009,119 | 971,281   | 83,342         | 81,109  | 84,888  | 86,934  |
| do down. ....  | 409,473        | 469,151   | 579,581   | 522,755   | 717,148              | 660,624   | 741,295   | 749,050   | 164,424        | 168,268 | 139,874 | 153,081 |
| Total tonnage of vessels, up and down. ....                    | 807,434        | 939,035   | 1,144,117 | 1,030,899 | 1,682,879            | 1,575,938 | 1,750,414 | 1,720,331 | 247,766        | 249,367 | 224,562 | 240,015 |
| Grand total tonnage of property and vessels, up and down. .... | 1,634,734      | 1,877,289 | 2,248,670 | 1,990,401 | 2,558,094            | 2,419,154 | 2,660,515 | 2,549,635 | 485,777        | 500,012 | 417,347 | 465,079 |

APPENDIX A—Continued—CANALS.

No. 24.—COMPARATIVE STATEMENT of the Tonnage of Vessels and Goods passed through the Canals during the Fiscal Years ended 30th June, 1888, 1889, 1890, 1891.

| PROPERTY AND VESSELS.  | Murray Canal. |       |        |         | Ottawa Canals. |           |           |           | Rideau Canal. |         |         |         |
|--|---------------|-------|--------|---------|----------------|-----------|-----------|-----------|---------------|---------|---------|---------|
|  | 1888.         | 1889. | 1890.  | 1891.   | 1888.          | 1889.     | 1890.     | 1891.     | 1888.         | 1889.   | 1890.   | 1891.   |
| Tonnage of property, up.....   |               |       | 3,941  | 9,108   | 414            | 172       | 569       | 639       | 79,996        | 86,245  | 114,513 | 75,122  |
| do down.....   |               |       | 6,653  | 4,477   | 685,020        | 704,960   | 711,815   | 640,339   | 15,972        | 30,126  | 14,877  | 25,565  |
| Total tonnage of property,<br>up and down .....                        |               |       | 10,594 | 13,586  | 685,434        | 705,132   | 712,384   | 640,978   | 95,968        | 116,371 | 129,390 | 100,687 |
| Tonnage of vessels, up.....  |               |       | 11,242 | 72,863  | 78,762         | 77,419    | 68,222    | 70,886    | 79,411        | 88,721  | 79,787  | 67,612  |
| do down.....   |               |       | 10,860 | 45,573  | 352,527        | 353,279   | 342,312   | • 322,639 | 84,556        | 95,854  | 79,772  | 76,398  |
| Total tonnage of vessels, up<br>and down.....                          |               |       | 22,102 | 118,436 | 431,289        | 430,698   | 410,534   | 393,525   | 163,967       | 184,575 | 159,559 | 144,010 |
| Grand total tonnage of pro-<br>perty and vessels, up and<br>down ..... |               |       | 32,696 | 132,021 | 1,116,723      | 1,135,830 | 1,122,918 | 1,084,503 | 259,935       | 300,946 | 288,949 | 244,697 |

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

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, 30th September, 1891.

## APPENDIX A—Continued—CANALS.

No. 25.—COMPARATIVE STATEMENT showing the Quantity of each Article transported on the Canals during the Fiscal Years ending 30th June, 1890 and 1891, and the Amount of Tolls collected thereon.

| ARTICLES.  | 1890.   |           | 1891.   |           |
|--|---------|-----------|---------|-----------|
|  | Tons.   | Tolls.    | Tons.   | Tolls.    |
|  |         | \$ cts.   |         | \$ cts.   |
| Ashes, pot and pearl.....                            | 203     | 37 13     | 176     | 32 07     |
| do.....Free  | 98      |           | 55      |           |
| Apples.....  | 3,735   | 435 55    | 4,280   | 434 47    |
| Agricultural products not enumerated, vegetable..... | 18,070  | 275 37    | 8,122   | 228 91    |
| do do do.....Free                                    |         |           | 24      |           |
| do do animal.....                                    | 2,355   | 216 31    | 2,527   | 196 18    |
| do do do.....Free                                    |         |           | 14      |           |
| Agricultural implements.....                         | 289     | 35 59     | 278     | 33 09     |
| Barley.....  | 9,879   | 986 19    | 12,549  | 1,674 43  |
| Bricks.....  | 10,995  | 488 29    | 13,453  | 609 76    |
| do.....Free  | 92      |           | 398     |           |
| Bones.....   | 447     | 54 88     | 186     | 19 35     |
| Brimstone, crude.....                                | 323     | 44 68     | 1,061   | 151 15    |
| Cement and water lime.....                           | 6,657   | 710 40    | 3,435   | 459 10    |
| do.....Free  | 1,033   |           | 1,217   |           |
| Clay, lime and sand.....                             | 41,754  | 1,977 42  | 44,804  | 2,176 86  |
| do.....Free  | 876     |           | 730     |           |
| Coal.....  | 480,881 | 73,104 81 | 532,838 | 79,821 01 |
| do.....Free  | 103,670 |           | 98,621  |           |
| Corn.....  | 365,575 | 71,356 08 | 264,351 | 50,858 47 |
| do.....Free  | 188,160 |           | 85,527  |           |
| Cattle.....  | 998     | 69 67     | 1,285   | 85 78     |
| Cotton, raw.....                                     |         |           | 3       | 0 32      |
| Crockery and earthenware.....                        | 276     | 48 02     | 476     | 81 72     |
| do.....Free  | 64      |           | 124     |           |
| Dye goods and dye stuffs.....                        | 219     | 16 43     | 358     | 26 53     |
| Fish.....  | 2,081   | 96 15     | 1,398   | 85 52     |
| do.....Free  | 78      |           | 69      |           |
| Flax and hemp.....                                   | 165     | 6 18      | 5       | 0 65      |
| do.....Free  |         |           | 1       |           |
| Flour.....   | 12,576  | 1,384 07  | 22,896  | 2,958 83  |
| do.....Free  | 7,135   |           | 1,233   |           |
| Furniture.....                                       | 638     | 114 40    | 897     | 136 18    |
| do.....Free  | 1       |           | 2       |           |
| Gypsum.....  | 2,812   | 53 24     | 839     | 17 78     |
| do crude.....  |         |           | 205     | 2 56      |
| Glass.....   | 521     | 93 91     | 715     | 124 48    |
| do.....Free  | 8       |           | 17      |           |
| Hay, pressed.....                                    | 3,792   | 204 62    | 4,357   | 202 08    |
| Hogs.....  | 51      | 6 30      | 59      | 6 80      |
| Horses.....  | 662     | 42 12     | 628     | 41 91     |
| do.....Free  | 4       |           | 3       |           |
| Hides and skins, horns and hoofs.....                | 65      | 7 00      | 146     | 17 67     |
| Ice.....   | 24,646  | 1,335 69  | 15,325  | 1,015 33  |
| Iron, railway.....                                   | 18,521  | 2,729 98  | 14,934  | 2,163 05  |
| do.....Free  | 18,813  |           | 14,186  |           |
| Iron, pig.....                                       | 5,784   | 842 97    | 3,577   | 419 87    |
| do.....Free  | 124     |           | 76      |           |
| Iron, all other.....                                 | 21,809  | 1,250 10  | 12,729  | 949 85    |
| do.....Free  | 133     |           | 708     |           |
| Iron ore.....  | 8       | 0 08      | 5,370   | 274 89    |

No. 25.—COMPARATIVE STATEMENT showing the Quantity of each Article imported on the Canals, &c.—*Continued.*

| ARTICLES.   | 1890.  |          | 1891.  |          |
|---|--------|----------|--------|----------|
|   | Tons.  | Tolls.   | Tons.  | Tolls.   |
|   |        | \$ cts.  |        | \$ cts.  |
| Kryolite or chemical ore, and other ore except iron. .... | 4,948  | 249 74   | 12,272 | 613 25   |
| do do Free  | 10     |          | 917    |          |
| Lard and lard oil. ....                                   | 134    | 16 55    | 473    | 55 42    |
| do Free   |        |          | 172    |          |
| Meal, all kinds ....                                      | 16,307 | 3,128 91 | 27,340 | 5,322 87 |
| do Free   | 184    |          | 233    |          |
| Meats, other than pork. ....                              | 119    | 12 30    | 106    | 11 71    |
| do Free   | 29     |          | 1      |          |
| Marble. ....  | 4,545  | 679 60   | 4,972  | 746 70   |
| Manilla. ....   | 57     | 8 85     | 141    | 20 65    |
| Molasses. ....  | 5,757  | 555 84   | 1,490  | 177 10   |
| do Free   | 56     |          |        |          |
| Nails. ....   | 3,715  | 597 02   | 4,974  | 697 46   |
| do Free   | 690    |          | 457    |          |
| Oats ....   | 40,882 | 7,135 95 | 32,865 | 5,919 53 |
| do Free   | 790    |          | 9      |          |
| Oil ....  | 2,432  | 273 74   | 2,189  | 258 27   |
| do Free   | 11     |          | 38     |          |
| Oil cake. ....  | 828    | 161 86   | 7      | 0 66     |
| do Free   | 798    |          | 2      |          |
| Pease ....  | 24,810 | 571 67   | 26,198 | 665 10   |
| do Free   |        |          | 390    |          |
| Potatoes ....   | 353    | 25 33    | 1,052  | 75 14    |
| Pork ....   | 1,983  | 288 51   | 1,004  | 124 79   |
| do Free   | 1,051  | 160 00   | 322    |          |
| Paint ....  | 448    | 61 86    | 791    | 111 68   |
| do Free   | 52     |          | 62     |          |
| Pitch and tar. ....                                       | 1,593  | 135 29   | 1,219  | 148 02   |
| do Free   | 12     |          | 17     |          |
| Rags. ....  | 1,100  | 113 76   | 155    | 27 24    |
| Rye ....  | 6,442  | 791 62   | 3,102  | 169 20   |
| do Free   | 2,404  |          |        |          |
| Rosin ....  | 2,761  | 204 06   | 4,554  | 336 44   |
| Salt ....   | 10,001 | 1,310 12 | 15,618 | 1,984 94 |
| do Free   | 4,284  |          | 7,220  |          |
| Stone, intended for cutting. ....                         | 20,803 | 2,511 54 | 15,723 | 2,136 97 |
| do do Free  | 762    |          | 450    |          |
| do wrought. ....  | 958    | 139 13   | 706    | 67 65    |
| do do Free  | 2,561  |          |        |          |
| do not suitable for cutting, unwrought. ....              | 9,531  | 735 29   | 22,374 | 1,042 06 |
| do do Free  | 9,456  |          | 1,470  |          |
| Seeds, all kinds ....                                     | 7,695  | 333 86   | 4,431  | 212 42   |
| do Free   | 2      |          | 101    |          |
| Sheep ....  | 592    | 38 32    | 650    | 41 42    |
| Soda ash. ....  | 1,897  | 324 77   | 2,739  | 472 65   |
| do Free   | 783    |          | 523    |          |
| Steel. ....   | 493    | 65 60    | 412    | 56 84    |
| do Free   | 4      |          |        |          |
| Sugar ....  | 7,611  | 1,042 39 | 4,693  | 760 83   |
| do Free   | 454    |          | 175    |          |
| Spirits. ....   | 1,594  | 286 49   | 1,663  | 285 68   |
| do Free   | 318    |          | 335    |          |
| Tobacco, raw. ....  | 10     | 1 18     | 34     | 3 16     |
| do Free   | 1      |          | 1      |          |

No. 25.—COMPARATIVE STATEMENT showing the Quantity of each Article transported on the Canals, &c.—*Continued.*

| ARTICLES.  | 1890.   |           | 1891.   |           |
|--|---------|-----------|---------|-----------|
|  | Tons.   | Tolls.    | Tons.   | Tolls.    |
|  |         | \$ cts.   |         | \$ cts.   |
| Tallow.....  | 125     | 18 19     | 173     | 26 72     |
| do.....Free  |         |           | 54      |           |
| Tin.....   | 596     | 97 01     | 669     | 111 92    |
| do.....Free  | 94      |           | 37      |           |
| Turpentine.....                                      | 349     | 28 15     | 220     | 17 55     |
| do.....Free  | 2       |           | 1       |           |
| Wheat.....   | 170,485 | 26,660 67 | 177,501 | 30,518 87 |
| do.....Free  | 78,561  |           | 108,468 |           |
| White lead.....                                      | 112     | 20 10     | 225     | 34 07     |
| do.....Free  | 13      |           | 11      |           |
| Whiting.....   | 410     | 75 29     | 794     | 141 38    |
| do.....Free  | 52      |           | 52      |           |
| Wool.....  | 419     | 81 92     | 195     | 35 79     |
| do.....Free  | 13      |           |         |           |
| All other goods and merchandise, not enumerated..... | 46,825  | 6,588 56  | 56,158  | 8,002 98  |
| do do Free   | 1,615   |           | 1,147   |           |
| Bark.....  | 349     | 5 33      | 63      | 3 57      |
| Barrels, empty.....                                  | 632     | 71 49     | 702     | 79 90     |
| Floats.....  | 19,472  | 260 62    | 20,166  | 246 11    |
| do.....Free  | 23,786  |           | 11,340  |           |
| Firewood, in vessels.....                            | 103,792 | 3,173 65  | 109,200 | 3,362 76  |
| do do.....Free                                       | 21,585  |           | 13,680  |           |
| do do rafts.....                                     | 222     | 2 41      | 480     | 25 47     |
| do do Free   | 4,410   |           | 10,166  |           |
| Hoops.....   | 30      | 2 66      | 247     | 29 00     |
| Hop poles.....                                       | 79      | 11 50     |         |           |
| Lumber, sawn, in vessels.....                        | 855,412 | 68,388 25 | 735,327 | 57,331 34 |
| do do Free   | 5,896   |           | 2,430   |           |
| do do rafts.....                                     | 657     | 22 31     | 490     | 32 04     |
| do do Free   | 1,874   |           | 1,802   |           |
| Masts, spars and telegraph poles, in vessels.....    | 18,246  | 482 63    | 771     | 15 52     |
| do do Free   |         |           | 10      |           |
| do do rafts.....                                     | 3,982   | 102 33    | 18,669  | 476 49    |
| Railway ties, in vessels.....                        | 13,555  | 1,382 14  | 11,334  | 1,136 54  |
| do do Free   |         |           | 25      |           |
| do do rafts.....                                     | 700     | 55 31     | 1,021   | 91 32     |
| do do Free   | 3,413   |           | 11,025  |           |
| Saw logs.....  | 28,737  | 640 26    | 28,178  | 749 63    |
| do Free  | 26,037  |           | 13,629  |           |
| Staves and heading, barrel.....                      | 222     | 17 86     |         |           |
| do do pipe.....                                      | 278     | 51 74     | 114     | 21 31     |
| do do West India.....                                | 514     | 72 88     | 36      | 6 75      |
| do do salt barrel.....                               | 18      | 1 10      | 9       | 0 17      |
| Shingles.....  | 749     | 320 64    | 1,019   | 451 51    |
| do Free  | 6       |           |         |           |
| Split posts and fence rails, in vessels.....         | 59      | 11 23     | 44      | 6 93      |
| do do rafts.....                                     | 19      | 0 30      | 1       | 0 13      |
| do do Free   |         |           | 410     |           |
| Timber, square, in vessels.....                      | 75,548  | 11,054 98 | 66,119  | 9,609 17  |
| do do Free   |         |           | 360     |           |
| do do rafts.....                                     | 42,240  | 3,810 82  | 14,480  | 341 84    |
| do do Free   | 3,579   |           | 4,520   |           |

No. 25.—COMPARATIVE STATEMENT showing the Quantity of each Article transported on the Canals, &c.—*Concluded.*

| ARTICLES.                                    | 1890.     |            | 1891.     |            |
|--|-----------|------------|-----------|------------|
|  | Tons.     | Tolls.     | Tons.     | Tolls.     |
|  |           | \$ cts.    |           | \$ cts.    |
| Traverses.....                               | 14,402    | 60 86      | 12,676    | 43 77      |
| Woodenware and wood partly manufactured..... | 283       | 80 60      | 214       | 81 13      |
| do do .....Free                              |           |            | 1,742     |            |
| Total tonnage freight paying tolls . . . . . | 2,616,694 | 303,278 57 | 2,425,504 | 280,884 18 |
| Total tonnage freight free . . . . .         | 515,937   |            | 396,810   |            |
| Grand total—freight.....                     | 3,132,631 |            | 2,822,314 |            |
| Passengers—total number.....                 | 90,924    | 3,195 85   | 128,560   | 4,020 73   |
| Vessels—tonnage.....                         | 3,836,541 | 45,943 54  | 3,764,922 | 40,858 18  |
| Total tolls collected . . . . .              |           | 352,417 96 |           | 325,763 09 |
| Total tolls free . . . . .                   |           | 19,478 80  |           | 15,699 53  |
| Gross total tolls . . . . .                  |           | 371,896 76 |           | 341,462 62 |

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

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, 30th September, 1891.



APPENDIX A.

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

| ARTICLES.  | From Canadian to Canadian Ports. |       | From Canadian to United States Ports. |       | From United States to United States Ports. |       | From United States to United States Ports. |       | Tons.   |        | Amount of Tolls. |       | Total Amount of Tolls. |           |
|--|----------------------------------|-------|---------------------------------------|-------|--|-------|--|-------|---------|--------|------------------|-------|------------------------|-----------|
|  | Up.                              | Down. | Up.                                   | Down. | Up.  | Down. | Up.  | Down. | Up.     | Down.  | Up.              | Down. | \$                     | cts.      |
|  |                                  |       |                                       |       |  |       |  |       |         |        |                  |       |                        |           |
| Ashes, pot and pearl.                            |                                  | 2     |                                       |       |  |       |  |       |         |        |                  |       |                        |           |
| Apples.  |                                  | 118   |                                       |       |  |       |  |       |         |        |                  |       |                        |           |
| Agricultural products not enumerated, vegetable. |                                  |       | 32                                    |       |  |       |  |       | 1       | 70     |                  |       | 14 00                  | 14 15     |
| Agricultural products not enumerated, animal.    |                                  | 1     | 18                                    | 200   |  |       |  |       | 32      | 118    |                  |       | 4 80                   | 7 79      |
| Agricultural implements                          |                                  |       |                                       |       |  |       |  |       | 1       | 202    |                  |       | 2 70                   | 12 93     |
| Barley.  |                                  |       |                                       |       |  |       |  |       |         | 14     |                  |       |                        | 2 80      |
| Bricks.  | 108                              | 144   | 4,311                                 |       |  |       |  |       |         |        |                  |       |                        |           |
| Bones.   | 1                                |       |                                       |       |  |       |  |       |         |        |                  |       |                        |           |
| Brimstone  |                                  |       |                                       |       |  |       |  |       |         |        |                  |       |                        |           |
| Cement and water lime.                           | 3                                |       |                                       |       |  |       |  |       |         |        |                  |       |                        |           |
| Clay, lime and sand.                             | 60                               | 422   |                                       |       |  |       |  |       | 4,311   | 6,519  |                  |       | 646 65                 | 1,950 45  |
| Coal.  | 92                               |       |                                       |       |  |       |  |       | 187     | 148    |                  |       | 21 58                  | 35 43     |
| Corn.  |                                  |       |                                       |       |  |       |  |       | 1       |        |                  |       | 0 02                   | 0 02      |
| Cattle.  | 1                                |       |                                       |       |  |       |  |       | 736     |        |                  |       | 110 40                 | 110 40    |
| Cotton, raw.                                     |                                  |       |                                       |       |  |       |  |       | 87      |        |                  |       | 11 82                  | 11 82     |
| Crockery and earthenware.                        |                                  |       |                                       |       |  |       |  |       | 50      | 422    |                  |       | 44 25                  | 45 19     |
| Dye wood and dye stuffs.                         |                                  |       |                                       |       |  |       |  |       | 178,988 | 23,396 |                  |       | 2,427 10               | 38,222 60 |
| Fish.  | 51                               |       |                                       |       |  |       |  |       | 327,394 |        |                  |       | 65,478 60              | 65,478 60 |
| Flax and hemp.                                   |                                  |       |                                       |       |  |       |  |       | 1       |        |                  |       | 0 02                   | 0 02      |
| Flour.   |                                  | 4,854 |                                       |       |  |       |  |       |         |        |                  |       |                        |           |
| Furniture.                                       |                                  | 4     |                                       |       |  |       |  |       |         |        |                  |       |                        |           |
| Gypsum.  |                                  |       |                                       |       |  |       |  |       |         |        |                  |       |                        |           |
| Glass, all kinds.                                | 2                                |       |                                       |       |  |       |  |       |         |        |                  |       |                        |           |
| Hay, pressed.                                    |                                  |       |                                       |       |  |       |  |       |         |        |                  |       |                        |           |
| Hogs.  |                                  |       |                                       |       |  |       |  |       |         |        |                  |       |                        |           |
| Horses.  | 29                               | 10    |                                       |       |  |       |  |       | 34      | 14     |                  |       | 1 33                   | 2 38      |
| Hides and skins, horns and hoofs.                |                                  |       |                                       |       |  |       |  |       | 55      |        |                  |       | 8 25                   | 8 25      |
| Ice.   |                                  | 450   |                                       |       |  |       |  |       | 24,618  | 450    |                  |       | 1,230 90               | 1,233 72  |



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

| ARTICLES.  | From Canadian to Canadian Ports. |        | From Canadian to United States Ports. |        | From United States to United States Ports. |         | From United States to Canadian Ports. |         | Tons.   |         | Total Tons. | Amount of Tolls. |            | Total Amount of Tolls. |      |
|--|----------------------------------|--------|---------------------------------------|--------|--|---------|---------------------------------------|---------|---------|---------|-------------|------------------|------------|------------------------|------|
|  | Up.                              | Down.  | Up.                                   | Down.  | Up.  | Down.   | Up.                                   | Down.   | Up.     | Down.   |             |                  |            |                        |      |
|  |                                  |        |                                       |        |  |         |                                       |         |         |         |             |                  |            |                        |      |
| Hop poles  |                                  |        |                                       |        |  |         |                                       |         |         |         |             | \$               | cts.       | \$                     | cts. |
| Lumber, sawn, in vessels   | 760                              | 7,013  |                                       | 9,560  |  | 38,030  |                                       | 5,020   | 760     | 59,623  | 60,383      | 18 22            | 10,352 80  | 10,371 02              |      |
| do in rafts  |                                  | 15     |                                       |        |  |         |                                       |         |         | 15      | 15          |                  | 2 03       | 2 03                   |      |
| Masts, spars and telegraph poles, in vessels                     |                                  | 1      |                                       |        |  |         |                                       |         |         | 1       | 1           |                  | 0 25       | 0 25                   |      |
| Masts, spars and telegraph poles, in rafts                       | 23                               | 3      |                                       | 47     |  |         |                                       |         | 23      | 3       | 26          | 0 58             | 0 25       | 0 83                   |      |
| Railway ties, in vessels   |                                  | 10     |                                       |        |  |         |                                       |         |         | 57      | 57          |                  | 1 69       | 1 69                   |      |
| do in rafts  |                                  |        |                                       |        |  |         |                                       |         |         |         |             |                  |            |                        |      |
| Saw logs   | 60                               | 3,626  |                                       | 158    |  |         |                                       |         | 60      | 3,794   | 3,844       | 2 10             | 204 28     | 206 38                 |      |
| Staves and headings, barrel                                      |                                  | 218    |                                       |        |  |         |                                       |         |         | 218     | 218         |                  | 17 40      | 17 40                  |      |
| do do pipe   |                                  |        |                                       |        |  |         |                                       |         |         | 187     | 187         |                  | 34 80      | 34 80                  |      |
| do do West India   |                                  |        |                                       |        |  |         |                                       |         |         | 36      | 36          |                  | 6 75       | 6 75                   |      |
| Staves, salt barrel  |                                  |        |                                       |        |  |         |                                       |         |         |         |             |                  |            |                        |      |
| Shingles   |                                  |        |                                       | 14     |  |         |                                       |         |         | 14      | 14          |                  | 9 60       | 9 60                   |      |
| Split posts and fence rails, in vessels                          |                                  |        |                                       |        |  |         |                                       |         |         |         |             |                  |            |                        |      |
| Split posts and fence rails, in rafts                            | 1                                | 12,269 |                                       |        |  |         |                                       | 60,843  | 1       | 73,112  | 73,113      | 0 15             | 11,073 67  | 11,073 82              |      |
| Timber, square, in vessels                                       | 6                                | 1,725  |                                       |        |  |         |                                       | 15,963  | 6       | 17,688  | 17,694      | 0 25             | 2,651 71   | 2,651 96               |      |
| do in rafts  |                                  |        |                                       |        |  |         |                                       |         |         |         |             |                  |            |                        |      |
| Traverses  |                                  |        |                                       |        |  |         |                                       |         |         |         |             |                  |            |                        |      |
| Woodenware and wood partly manufactured                          |                                  |        |                                       |        | 26   | 1       |                                       |         | 1       | 26      | 28          | 10 40            | 0 80       | 11 20                  |      |
| Total freight paying tolls                                       | 9,569                            | 56,335 | 26,238                                | 10,283 | 214,183                                    | 318,259 | 17,358                                | 331,799 | 287,338 | 716,676 | 984,014     | 44,659 91        | 131,103 47 | 175,773 38             |      |
| Articles having paid full Tolls on the St. Lawrence Canal, Free. |                                  |        |                                       |        |  |         |                                       |         |         |         |             |                  |            |                        |      |
| Ashes, pot and pearl   |                                  |        | 10                                    |        |  |         |                                       |         | 10      |         | 10          |                  |            |                        |      |
| Bricks   |                                  |        | 103                                   |        |  |         |                                       |         | 252     |         | 252         |                  |            |                        |      |
| Cement and water lime  | 8                                |        | 54                                    |        | 149  |         |                                       |         | 62      |         | 62          |                  |            |                        |      |
| Clay, lime and sand  | 2                                |        | 6                                     |        |  |         |                                       |         | 8       |         | 8           |                  |            |                        |      |

[illegible]

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

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

APPENDIX A—Continued.

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

| ARTICLES.  | From Canadian to Canadian Ports. |       | From Canadian to United States Ports. |       | From United States to United States Ports. |         | From United States to Canadian Ports. |        | Tons.   |         | Total Tons. | Amount of Tolls. |          | Total Amount of Tolls. |
|--|----------------------------------|-------|---------------------------------------|-------|--|---------|---------------------------------------|--------|---------|---------|-------------|------------------|----------|------------------------|
|  | Up.                              | Down. | Up.                                   | Down. | Up.  | Down.   | Up.                                   | Down.  | Up.     | Down.   |             |                  |          |                        |
|  |                                  |       |                                       |       |  |         |                                       |        |         |         |             | \$               | cts.     | \$                     |
| Ashes, pot and pearl.....                            |                                  | 2     |                                       | 1     |  |         |                                       | 68     | 1       | 70      |             | 0 15             | 14 00    | 14 15                  |
| Apples.....  |                                  |       |                                       | 32    |  |         |                                       |        | 32      |         |             | 4 80             |          | 4 80                   |
| Agricultural products not enumerated, vegetable..... |                                  |       |                                       | 18    |  |         |                                       | 1      | 18      | 1       |             | 2 70             | 0 20     | 2 90                   |
| Agricultural products not enumerated, animal.....    |                                  |       |                                       |       |  |         |                                       | 14     |         | 14      |             |                  | 2 80     | 2 80                   |
| Agricultural implements.....                         |                                  |       |                                       |       |  | 6,519   |                                       |        | 4,311   | 6,519   |             | 646 65           | 1,303 80 | 1,950 45               |
| Barley.....  |                                  |       |                                       | 4,311 |  | 6,519   |                                       |        | 129     | 4       |             | 19 35            | 0 80     | 20 15                  |
| Bricks.....  | 50                               |       |                                       |       |  | 79      | 4                                     |        |         |         |             |                  |          |                        |
| Bones.....   |                                  |       |                                       |       |  |         |                                       |        |         |         |             |                  |          |                        |
| Brimsstone.....                                      |                                  |       |                                       |       |  | 736     |                                       |        | 736     |         |             | 110 40           |          | 110 40                 |
| Cement and water lime.....                           |                                  |       |                                       | 17    |  | 52      |                                       |        | 69      |         |             | 10 35            |          | 10 35                  |
| Clay, lime and sand.....                             |                                  |       |                                       |       |  |         |                                       |        |         |         |             |                  |          |                        |
| Coal.....  | 80                               |       |                                       |       |  | 161,616 | 615                                   | 17,280 | 178,976 | 23,396  |             | 35,795 20        | 2,427 10 | 38,222 30              |
| Corn.....  |                                  |       |                                       |       |  | 180,842 |                                       | 22,781 | 327,392 | 327,392 |             | 65,478 40        |          | 65,478 40              |
| Cattle.....  |                                  |       |                                       |       |  |         |                                       |        |         |         |             |                  |          |                        |
| Cotton, raw.....                                     |                                  |       |                                       |       |  |         |                                       |        | 1       |         |             | 0 15             |          | 0 15                   |
| Crockery and earthenware.....                        |                                  |       |                                       | 1     |  |         |                                       |        |         |         |             |                  |          |                        |
| Dye wood and dye stuffs.....                         |                                  |       |                                       |       |  |         |                                       |        |         |         |             |                  |          |                        |
| Fish.....  |                                  | 49    |                                       | 2     |  | 170     |                                       |        | 172     | 49      |             | 25 80            | 9 80     | 35 60                  |
| Flax and hemp.....                                   |                                  |       |                                       |       |  |         |                                       |        |         |         |             |                  |          |                        |
| Flour.....   |                                  |       |                                       |       |  | 9,204   |                                       | 403    |         | 9,607   |             | 1,921 40         |          | 1,921 40               |
| Furniture.....                                       |                                  |       |                                       | 8     |  | 21      |                                       | 2      | 8       | 23      |             | 1 20             | 4 60     | 5 80                   |
| Gypsum.....  |                                  |       |                                       |       |  |         |                                       |        |         |         |             |                  |          |                        |
| Glass, all kinds.....                                |                                  |       |                                       |       |  |         |                                       |        |         |         |             |                  |          |                        |
| Hay, pressed.....                                    | 2                                |       |                                       | 17    |  | 6       |                                       | 1      | 25      | 1       |             | 3 75             | 0 20     | 3 95                   |
| Hogs.....  |                                  |       |                                       |       |  |         |                                       |        |         |         |             |                  |          |                        |
| Horses.....  |                                  |       |                                       | 4     |  | 1       | 1                                     | 3      | 5       | 4       |             | 0 75             | 0 80     | 1 55                   |
| Hides and skins, horns and hoofs.....                |                                  |       |                                       |       |  | 55      |                                       |        | 55      |         |             | 8 25             |          | 8 25                   |



No. (A) 8.—GENERAL STATEMENT showing the Quantity of each Article of Through Freight transported, &c.—*Concluded.*

| Articles.  | From Canadian to Canadian Ports. |        | From Canadian to United States Ports. |       | From United States to United States Ports. |         | From United States to Canadian Ports. |        | Tons.   |         | Amount of Tolls. |            | Total Amount of Tolls. |
|--|----------------------------------|--------|---------------------------------------|-------|--|---------|---------------------------------------|--------|---------|---------|------------------|------------|------------------------|
|  | Up.                              | Down.  | Up.                                   | Down. | Up.  | Down.   | Up.                                   | Down.  | Up.     | Down.   | \$ cts.          | \$ cts.    |                        |
| Firewood, in vessels.....  |                                  | 1,398  |                                       |       |  |         |                                       |        |         | 1,398   |                  |            | 1,398                  |
| do rafts.....  |                                  |        |                                       |       |  |         |                                       |        |         |         |                  |            |                        |
| Hoops.....   |                                  |        |                                       |       |  |         |                                       |        |         |         |                  |            |                        |
| Hop poles.....   |                                  |        |                                       |       |  |         |                                       |        |         |         |                  |            |                        |
| Lumber, sawn, in vessels.....                                      |                                  | 1,942  |                                       | 9,560 |  | 38,030  |                                       | 5,020  |         | 54,552  |                  | 9,811 94   | 9,811 94               |
| do rafts.....  |                                  |        |                                       |       |  |         |                                       |        |         |         |                  |            |                        |
| Masts, spars and telegraph poles, in vessels.....                  |                                  |        |                                       |       |  |         |                                       |        |         |         |                  |            |                        |
| Masts, spars and telegraph poles, in rafts.....                    |                                  |        |                                       |       |  |         |                                       |        |         |         |                  |            |                        |
| ⊗ Railway ties, in vessels.....                                    |                                  |        |                                       |       |  |         |                                       |        |         |         |                  |            |                        |
| do rafts.....  |                                  |        |                                       |       |  |         |                                       |        |         |         |                  |            |                        |
| Saw logs.....  |                                  |        |                                       |       |  |         |                                       |        |         |         |                  |            |                        |
| Staves and headings, barrel.....                                   |                                  |        |                                       |       |  |         |                                       |        |         |         |                  |            |                        |
| do pipe.....   |                                  |        |                                       |       |  |         |                                       |        |         |         |                  |            |                        |
| do W. India.....   |                                  |        |                                       |       |  |         |                                       |        |         |         |                  |            |                        |
| Staves, salt barrel.....   |                                  |        |                                       |       |  |         |                                       |        |         |         |                  |            |                        |
| Shingles.....  |                                  |        |                                       |       |  |         |                                       |        |         |         |                  |            |                        |
| Split posts and fence rails, in vessels.....                       |                                  |        |                                       | 14    |  |         |                                       |        |         | 14      |                  | 9 60       | 9 60                   |
| do rafts.....  |                                  |        |                                       |       |  |         |                                       |        |         |         |                  |            |                        |
| Split posts and fence rails, in rafts.....                         |                                  |        |                                       |       |  |         |                                       |        |         |         |                  |            |                        |
| Timber, square, in vessels.....                                    |                                  | 12,269 |                                       |       |  |         |                                       | 60,843 |         | 73,112  |                  | 11,073 67  | 11,073 67              |
| do rafts.....  |                                  | 1,720  |                                       |       |  |         |                                       | 15,963 |         | 17,683  |                  | 2,651 46   | 2,651 46               |
| Traverses.....   |                                  |        |                                       |       |  |         |                                       |        |         |         |                  |            |                        |
| Woodenware and wood partly manufactured.....                       |                                  |        |                                       |       | 26   | 1       |                                       | 1      | 26      | 2       | 10 40            | 0 80       | 11 20                  |
| Total freight paying tolls.  | 728                              | 29,450 | 25,923                                | 9,574 | 214,183                                    | 318,259 |                                       | 17,281 | 258,115 | 688,626 | 44,435 83        | 129,323 44 | 173,759 27             |
| Articles having paid full tolls on the St. Lawrence Canals. free:— |                                  |        |                                       |       |  |         |                                       |        |         |         |                  |            |                        |
| Ashes, pot and pearl.....  |                                  |        |                                       | 10    |  |         |                                       |        | 10      |         |                  |            | 10                     |





## APPENDIX A—Continued.

No. (A) 9—STATEMENT showing the Quantity of each Article of Way Freight transported on the Welland Canal, and the Amount of Revenue collected thereon during the Season of Navigation in 1890.

| Articles.   | From Canadian to Canadian Ports. |       | From Canadian to United States Ports. |       | From United States to United States Ports. |       | From United States to Canadian Ports. |       | Tons. |       | Total Tons. | Amount of Tolls, Up. | Amount of Tolls, Down. | Total, Amount of Tolls. |
|---|----------------------------------|-------|---------------------------------------|-------|--|-------|---------------------------------------|-------|-------|-------|-------------|----------------------|------------------------|-------------------------|
|   | Up.                              | Down. | Up.                                   | Down. | Up.  | Down. | Up.                                   | Down. | Up.   | Down. |             | \$ cts.              | \$ cts.                | \$ cts.                 |
| Ashes, pot and pearl                              |                                  |       |                                       |       |  |       |                                       |       |       |       | 118         |                      |                        |                         |
| Apples  |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                      |                        |                         |
| Agricultural products, not enumerated, vegetable. |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                      |                        |                         |
| Agricultural products, not enumerated, animal     |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                      |                        |                         |
| Agricultural implements.                          |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                      |                        |                         |
| Barley  |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                      |                        |                         |
| Bricks  | 58                               | 144   |                                       |       |  |       |                                       |       | 58    | 144   | 202         | 2 23                 | 13 06                  | 15 28                   |
| Bones   | 1                                |       |                                       |       |  |       |                                       |       | 1     |       | 1           | 0 02                 |                        | 0 02                    |
| Brimstone   |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                      |                        |                         |
| Cement and water lime                             | 3                                |       | 15                                    |       |  |       |                                       |       | 18    |       | 18          | 1 47                 |                        | 1 47                    |
| Clay, lime and sand                               | 50                               | 422   |                                       |       |  |       |                                       |       | 50    | 422   | 472         | 0 94                 | 44 25                  | 45 19                   |
| Coal  | 12                               |       |                                       |       |  |       |                                       |       | 12    |       | 12          | 0 30                 |                        | 0 30                    |
| Corn  |                                  |       |                                       |       |  |       | 2                                     |       |       | 2     | 2           |                      | 0 20                   | 0 20                    |
| Cattle  | 1                                |       |                                       |       |  |       |                                       |       | 1     |       | 1           | 0 02                 |                        | 0 02                    |
| Cotton, raw                                       |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                      |                        |                         |
| Crockery and earthenware                          |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                      |                        |                         |
| Dye woods and dye stuffs                          |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                      |                        |                         |
| Fish  |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                      |                        |                         |
| Flax and hemp                                     |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                      |                        |                         |
| Flour   |                                  | 4,854 |                                       |       |  |       |                                       |       |       | 4,854 | 4,854       |                      |                        |                         |
| Furniture   |                                  | 4     |                                       |       |  |       |                                       |       |       | 4     | 4           |                      |                        |                         |
| Gypsum  |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                      |                        |                         |
| Glass, all kinds                                  |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                      |                        |                         |
| Hay, pressed                                      |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                      |                        |                         |
| Hogs  |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                      |                        |                         |
| Horses  | 29                               | 10    |                                       |       |  |       |                                       |       | 29    | 10    | 39          | 0 56                 | 0 25                   | 0 83                    |
| Hides and skins, horns and hoofs                  |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                      |                        |                         |
| Ice   |                                  | 450   |                                       |       |  |       |                                       |       |       | 450   | 450         |                      |                        | 2 82                    |



No. (A) 9.—STATEMENT showing the Quantity of each Article of Way Freight transported, &amp;c.—Concluded.

| ARTICLES.  | From Canadian to Canadian Ports. |        | From Canadian to United States Ports. |       | From United States to United States Ports. |       | From United States to Canadian Ports. |       | Tons. |        | Total Tons. | Amount of Tolls Up. | Amount of Tolls Down. | Total Amount of Tolls. |
|--|----------------------------------|--------|---------------------------------------|-------|--|-------|---------------------------------------|-------|-------|--------|-------------|---------------------|-----------------------|------------------------|
|  | Up.                              | Down.  | Up.                                   | Down. | Up.  | Down. | Up.                                   | Down. | Up.   | Down.  |             |                     |                       |                        |
| Fire wood, in rafts                              |                                  |        |                                       |       |  |       |                                       |       |       |        |             | \$ cts.             | \$ cts.               | \$ cts.                |
| Hoops  |                                  |        |                                       |       |  |       |                                       |       |       |        |             |                     |                       |                        |
| Hop poles  |                                  |        |                                       |       |  |       |                                       |       |       |        |             |                     |                       |                        |
| Lumber, sawn, in vessels                         | 760                              | 5,071  |                                       |       |  |       |                                       |       | 760   | 5,071  | 5,831       | 18 22               | 540 86                | 559 08                 |
| “ rafts  |                                  | 15     |                                       |       |  |       |                                       |       |       | 15     | 15          |                     | 2 03                  | 2 03                   |
| Masts, spars, and telegraph poles, in vessels    |                                  | 1      |                                       |       |  |       |                                       |       |       | 1      | 1           |                     | 0 25                  | 0 25                   |
| Masts, spars, and telegraph poles, in rafts      | 23                               | 3      |                                       |       |  |       |                                       |       | 23    | 3      | 26          | 0 58                | 0 25                  | 0 83                   |
| “ rafts  |                                  | 10     |                                       |       |  |       |                                       |       |       | 57     | 57          |                     | 1 69                  | 1 69                   |
| “ Railway ties, in vessels                       |                                  | 47     |                                       |       |  |       |                                       |       |       |        |             |                     |                       |                        |
| Saw logs   | 60                               | 3,626  |                                       |       |  |       |                                       |       | 60    | 3,784  | 3,844       | 2 10                | 204 28                | 206 38                 |
| Staves and headings, barrel                      |                                  | 218    |                                       |       |  |       |                                       |       |       | 218    | 218         |                     | 17 40                 | 17 40                  |
| “ “  |                                  |        |                                       |       |  |       |                                       |       |       |        |             |                     |                       |                        |
| Staves and headings, pipe                        |                                  |        |                                       |       |  |       |                                       |       |       |        |             |                     |                       |                        |
| India  |                                  |        |                                       |       |  |       |                                       |       |       |        |             |                     |                       |                        |
| Staves, salt barrel                              |                                  |        |                                       |       |  |       |                                       |       |       |        |             |                     |                       |                        |
| Shingles   |                                  |        |                                       |       |  |       |                                       |       |       |        |             |                     |                       |                        |
| Split posts and fence rails, in vessels          |                                  |        |                                       |       |  |       |                                       |       |       |        |             |                     |                       |                        |
| Split posts and fence rails, in rafts            | 1                                |        |                                       |       |  |       |                                       |       | 1     |        | 1           | 0 15                |                       | 0 15                   |
| Timber, square, in vessels                       |                                  |        |                                       |       |  |       |                                       |       | 6     | 5      | 11          | 0 25                | 0 25                  | 0 50                   |
| “ rafts  | 6                                | 5      |                                       |       |  |       |                                       |       |       |        |             |                     |                       |                        |
| Traverses  |                                  |        |                                       |       |  |       |                                       |       |       |        |             |                     |                       |                        |
| Woodenware and wood partly manufactured          |                                  |        |                                       |       |  |       |                                       |       |       |        |             |                     |                       |                        |
| Total freight paying tolls.                      | 8,831                            | 26,886 | 315                                   | 709   |  |       | 77                                    | 456   | 9,223 | 28,050 | 37,273      | 234 08              | 1,780 03              | 2,014 11               |
| Timber passed free from Welland to Port Robinson |                                  | 200    |                                       |       |  |       |                                       |       |       | 200    | 200         |                     |                       |                        |
| Grand Total freight                              | 8,831                            | 27,086 | 315                                   | 709   |  |       | 77                                    | 456   | 9,223 | 28,250 | 37,473      |                     |                       |                        |

|                                 |         |          |          |
|---------------------------------|---------|----------|----------|
| Total way tolls on vessels..... | 467 92  | 413 06   | 880 98   |
| do passengers.....              | 194 26  | 134 94   | 269 10   |
| do free goods.....              | \$10 50 |          |          |
| Total way tolls.....            | 886 26  | 2,327 93 | 3,164 19 |

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

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

## APPENDIX A.—Continued.

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

| ARTICLES.   | From Canadian to Canadian Ports. |        | From Canadian to United States Ports. |       | From United States to United States Ports. |       | From United States to Canadian Ports. |       | Tons.  |         | Total Tons. | Amount of Tolls, Up. | \$ cts.   | Amount of Tolls, Down. | \$ cts. | Total of Amount of Tolls. |
|---|----------------------------------|--------|---------------------------------------|-------|--|-------|---------------------------------------|-------|--------|---------|-------------|----------------------|-----------|------------------------|---------|---------------------------|
|   | Up.                              | Down.  | Up.                                   | Down. | Up.  | Down. | Up.                                   | Down. | Up.    | Down.   | Total Tons. | \$ cts.              | \$ cts.   | \$ cts.                | \$ cts. | Total of Amount of Tolls. |
| Ashes, pot and pearl.....                             | 43                               | 58     | 10                                    | 22    | 10   |       |                                       |       | 20     | 58      | 78          | 3 00                 | 11 60     | 14 60                  |         | 14 60                     |
| Apples.....   | 1,366                            | 2,515  |                                       |       | 3  |       |                                       |       | 46     | 2,537   | 2,583       | 4 46                 | 364 39    | 368 85                 |         | 368 85                    |
| Agricultural products, not enumerated, vegetable..... | 117                              | 471    |                                       |       |  |       | 20                                    |       | 137    | 471     | 608         | 10 88                | 41 45     | 55 33                  |         | 55 33                     |
| Agricultural products, not enumerated, animal.....    | 101                              | 12     |                                       |       | 1  |       |                                       |       | 101    | 12      | 113         | 14 47                | 1 85      | 16 32                  |         | 16 32                     |
| Agricultural implements.....                          | 157                              | 1,411  |                                       |       |  |       |                                       |       | 158    | 1,411   | 1,569       | 3 76                 | 23 52     | 33 28                  |         | 33 28                     |
| Barley.....   | 10,142                           | 331    | 815                                   |       | 202  |       | 161                                   |       | 11,320 | 331     | 11,651      | 476 34               | 23 30     | 493 64                 |         | 493 64                    |
| Bricks.....   | 90                               | 164    |                                       |       |  |       |                                       |       | 284    | 284     | 288         | 22 83                | 34 01     | 34 01                  |         | 34 01                     |
| Bones.....  | 200                              |        |                                       |       |  |       | 88                                    |       | 288    |         | 288         | 22 83                |           | 22 83                  |         | 22 83                     |
| Brinstone.....  | 2,505                            | 243    | 54                                    |       |  |       |                                       |       | 2,559  | 243     | 2,802       | 350 09               | 23 72     | 373 81                 |         | 373 81                    |
| Cement and water lime.....                            | 17,200                           | 7,465  | 155                                   |       |  |       | 3,541                                 |       | 20,986 | 7,465   | 28,451      | 789 87               | 418 46    | 1,208 33               |         | 1,208 33                  |
| Clay, lime and sand.....                              |                                  | 75,508 |                                       |       | 1,017                                      |       |                                       |       |        | 157,183 | 157,183     |                      | 21,830 57 | 21,830 57              |         | 21,830 57                 |
| Coal.....   | 32                               | 3,589  |                                       |       | 23   | 452   |                                       |       | 55     | 16,760  | 16,815      | 3 31                 | 363 41    | 366 72                 |         | 366 72                    |
| Corn.....   | 40                               | 522    |                                       |       |  |       |                                       |       | 40     | 522     | 562         | 2 32                 | 40 34     | 42 66                  |         | 42 66                     |
| Cattle.....   |                                  |        |                                       |       |  |       |                                       |       |        |         |             |                      |           |                        |         |                           |
| Cotton, raw.....                                      | 204                              | 26     | 3                                     |       |  |       |                                       |       | 207    | 26      | 233         | 38 69                | 5 20      | 43 89                  |         | 43 89                     |
| Crockery and earthenware.....                         | 38                               |        |                                       |       |  |       | 203                                   |       | 241    |         | 241         | 14 25                | 1 60      | 15 85                  |         | 15 85                     |
| Dye wood and dye stuffs.....                          | 337                              | 45     | 26                                    |       |  |       |                                       |       | 363    | 45      | 408         | 38 66                | 3 14      | 41 80                  |         | 41 80                     |
| Fish.....   | 2                                | 166    |                                       |       |  |       |                                       |       | 2      | 166     | 168         | 0 20                 | 6 45      | 6 65                   |         | 6 65                      |
| Flax and hemp.....                                    | 891                              | 2,733  | 48                                    |       |  |       |                                       |       | 939    | 2,861   | 3,800       | 69 43                | 417 95    | 487 39                 |         | 487 39                    |
| Flour.....  | 194                              | 464    |                                       |       | 128  |       |                                       |       | 194    | 464     | 658         | 28 66                | 87 75     | 116 41                 |         | 116 41                    |
| Furniture.....  | 649                              | 160    |                                       |       |  |       |                                       |       | 649    | 160     | 809         | 10 12                | 6 07      | 16 19                  |         | 16 19                     |
| Gypsum.....   | 518                              | 82     | 18                                    |       |  |       | 13                                    |       | 549    | 82      | 631         | 105 98               | 15 25     | 121 23                 |         | 121 23                    |
| Glass, all kinds.....                                 | 412                              | 459    |                                       |       | 26   |       |                                       |       | 438    | 459     | 897         | 17 48                | 29 18     | 46 66                  |         | 46 66                     |
| Hay, pressed.....                                     | 2                                | 49     |                                       |       |  |       |                                       |       | 2      | 49      | 51          | 0 08                 | 6 62      | 6 70                   |         | 6 70                      |
| Hogs.....   | 148                              | 295    |                                       |       | 1  |       |                                       |       | 119    | 297     | 416         | 8 75                 | 21 84     | 30 59                  |         | 30 59                     |
| Hides and skins, horns and hoofs.....                 |                                  | 14     |                                       |       |  |       |                                       |       |        |         | 14          |                      | 1 23      | 1 23                   |         | 1 23                      |



No. (A) 10.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—Continued.

| ARTICLES.   | From Canadian to Canadian Ports. |         | From United States to United States Ports. |       | From United States to Canadian Ports. |        | Tons.   |         | Total Tons. | Amount of Tolls, Up. |           | Amount of Tolls, Down. | Total Amount of Tolls. |
|---|----------------------------------|---------|--|-------|---------------------------------------|--------|---------|---------|-------------|----------------------|-----------|------------------------|------------------------|
|   | Up.                              | Down.   | Up.  | Down. | Up.                                   | Down.  | Up.     | Down.   |             | \$ cts.              | \$ cts.   |                        | \$ cts.                |
| Firewood, in vessels.....                               | 5,832                            | 6,331   |  |       |                                       | 114    | 5,832   | 7,045   | 12,877      | 108 75               | 172 42    |                        | 281 17                 |
| do rafts.....   |                                  |         |  |       |                                       |        |         |         |             |                      |           |                        |                        |
| Hoops.....  |                                  |         |  |       |                                       |        |         |         |             |                      |           |                        |                        |
| Hop poles.....  |                                  |         |  |       |                                       |        |         |         |             |                      |           |                        |                        |
| Lumber, sawn, in vessels.....                           | 20,557                           | 16,243  |  |       |                                       |        | 1       |         | 1           | 0 10                 |           |                        | 0 10                   |
| do rafts.....   |                                  | 176     |  |       |                                       |        |         |         |             |                      |           |                        |                        |
| Masts, spars and telegraph poles, in vessels.....       |                                  |         |  |       |                                       |        |         |         |             |                      |           |                        |                        |
| Masts, spars and telegraph poles, in rafts.....         |                                  |         |  |       |                                       |        |         |         |             |                      |           |                        |                        |
| Railway ties, in vessels.....                           | 1,929                            |         |  |       |                                       |        |         |         |             |                      |           |                        |                        |
| do rafts.....   | 42                               | 20,715  |  |       |                                       |        | 42      | 20,715  | 20,757      | 1 00                 | 472 90    |                        | 473 90                 |
| Saw-logs.....   | 20                               | 24      |  |       |                                       |        | 20      | 24      | 44          | 4 88                 | 4 13      |                        | 9 01                   |
| Shingles.....   |                                  |         |  |       |                                       |        |         |         |             |                      |           |                        |                        |
| Split posts and fence rails, in vessels.....            | 10                               |         |  |       |                                       |        | 10      |         | 10          | 0 25                 |           |                        | 0 25                   |
| Split posts and fence rails, in rafts.....              | 198                              | 1,254   |  |       |                                       |        | 198     | 1,254   | 1,452       | 4 36                 | 18 19     |                        | 22 55                  |
| Timber, square, in vessels.....                         | 1,011                            | 9,646   |  |       |                                       |        | 1,011   | 9,646   | 10,657      | 25 50                | 244 25    |                        | 269 75                 |
| do rafts.....   |                                  | 10,354  |  |       |                                       |        |         | 10,354  | 10,354      |                      | 26 95     |                        | 26 95                  |
| Traverses.....  |                                  |         |  |       |                                       |        |         |         |             |                      |           |                        |                        |
| Woodenware and wood partly manufactured.....            | 105                              | 27      |  |       |                                       |        | 105     | 27      | 132         | 35 00                | 6 00      |                        | 41 00                  |
| Total freight paying tolls.....                         | 151,672                          | 247,462 | 11,032                                     | 2,065 | 11,029                                | 97,023 | 174,768 | 349,803 | 524,571     | 13,616 47            | 23,101 99 |                        | 42,718 46              |
| Free Articles having paid Full Tolls on Welland Canal.— |                                  |         |  |       |                                       |        |         |         |             |                      |           |                        |                        |
| All other products, animal.....                         |                                  | 14      |  |       |                                       |        |         |         | 14          |                      |           |                        |                        |
| do vegetable.....                                       |                                  | 1       |  |       |                                       |        |         |         | 1           |                      |           |                        |                        |
| Ashes.....  |                                  | 66      |  |       |                                       | 4      |         |         | 70          |                      |           |                        |                        |
| Cement and water lime.....                              |                                  | 932     |  |       |                                       |        |         |         | 932         |                      |           |                        |                        |
| Corn.....   |                                  | 139,673 |  |       |                                       | 5,232  |         |         | 144,906     |                      |           |                        |                        |

[illegible]

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

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



## APPENDIX A—Continued.

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

| ARTICLES.  | From Canadian to Canadian Ports. |        | From Canadian to United States Ports. |       | From United States to Canadian Ports. |       | Tons. |         | Total Tons. | Amount of Tolls, Up. |      | Amount of Tolls, Down. | Total Amount of Tolls. |
|--|----------------------------------|--------|---------------------------------------|-------|---------------------------------------|-------|-------|---------|-------------|----------------------|------|------------------------|------------------------|
|  | Up.                              | Down.  | Up.                                   | Down. | Up.                                   | Down. | Up.   | Down.   |             | \$                   | cts. |                        |                        |
| Ashea, pot and pearl                             |                                  | 58     |                                       |       |                                       |       |       | 58      | 68          | 2 00                 |      | 11 60                  | 13 60                  |
| Apples   |                                  | 2,363  | 10                                    |       |                                       |       | 10    | 2,385   | 2,385       |                      |      | 357 75                 | 357 75                 |
| Agricultural products not enumerated, vegetable. | 222                              |        |                                       |       |                                       |       |       |         |             |                      |      |                        |                        |
| Agricultural products not enumerated, animal.    |                                  | 576    |                                       |       |                                       |       | 222   | 576     | 798         | 33 30                |      | 86 40                  | 119 70                 |
| Agricultural implements                          |                                  | 231    |                                       |       |                                       |       |       | 231     | 231         |                      |      | 34 65                  | 34 65                  |
| Barley   |                                  | 8      |                                       |       |                                       |       |       | 8       | 8           |                      |      | 1 60                   | 1 60                   |
| Bricks   | 916                              |        |                                       |       |                                       |       |       | 916     | 916         |                      |      | 19 62                  | 19 62                  |
| Bones  | 326                              |        | 96                                    |       |                                       |       | 421   |         | 421         | 63 15                |      | 9 75                   | 63 15                  |
| Brinestone                                       |                                  | 65     |                                       |       |                                       |       |       | 65      | 65          |                      |      |                        | 9 75                   |
| Cement and water lime                            | 1,855                            | 1      | 64                                    |       |                                       |       | 1,900 | 1       | 1,910       | 286 35               |      | 0 15                   | 286 50                 |
| Clay, lime and sand                              | 9                                |        | 7                                     |       |                                       |       | 16    |         | 1,213       | 2 40                 |      | 181 95                 | 184 35                 |
| Coal   |                                  | 74,037 |                                       |       | 61,131                                |       |       | 135,168 | 135,168     |                      |      | 20,275 20              | 20,275 20              |
| Corn   |                                  | 685    |                                       |       | 12,225                                |       |       | 12,910  | 12,910      |                      |      | 258 20                 | 258 20                 |
| Cattle   |                                  | 28     |                                       |       |                                       |       |       | 28      | 28          |                      |      | 4 20                   | 4 20                   |
| Cotton, raw                                      |                                  |        |                                       |       |                                       |       |       |         |             |                      |      |                        |                        |
| Crockery and earthenware                         | 131                              | 26     | 3                                     |       |                                       |       | 134   | 26      | 160         | 26 80                |      | 5 20                   | 32 00                  |
| Dye wood and dye stuffs                          | 19                               |        |                                       |       |                                       |       | 19    |         | 19          | 3 80                 |      |                        | 3 80                   |
| Fish   | 116                              |        | 26                                    |       |                                       |       | 142   | 1       | 143         | 21 30                |      | 0 15                   | 21 45                  |
| Flax and Hemp                                    |                                  | 2      |                                       |       |                                       |       |       | 2       |             |                      |      | 0 30                   | 0 30                   |
| Flour  | 1                                | 2,711  | 48                                    |       |                                       |       | 49    | 2,711   | 2,760       | 7 35                 |      | 406 65                 | 414 00                 |
| Furniture  | 60                               | 423    |                                       |       |                                       |       | 60    | 423     | 483         | 12 00                |      | 84 60                  | 96 60                  |
| Gypsum   |                                  |        |                                       |       |                                       |       |       |         |             |                      |      |                        |                        |
| Glass, all kinds                                 | 422                              | 74     | 18                                    |       |                                       |       | 440   | 74      | 514         | 88 00                |      | 14 80                  | 102 80                 |
| Hay, pressed                                     |                                  |        |                                       |       |                                       |       |       |         |             |                      |      |                        |                        |
| Hogs   | 39                               |        |                                       |       |                                       |       |       | 39      | 39          |                      |      | 5 85                   | 5 85                   |
| Horses   | 35                               |        |                                       |       |                                       |       | 11    | 35      | 46          | 1 65                 |      | 5 25                   | 6 90                   |
| Hides and skins, horns and hoofs                 | 11                               |        |                                       |       |                                       |       |       |         |             |                      |      | 0 75                   | 0 75                   |

|  |        |       |        |        |          |          |
|--|--------|-------|--------|--------|----------|----------|
| Ice  | 19,806 | 241   | 20,047 | 20,047 | 3,007 05 | 3,007 05 |
| Iron, railway  | 2,937  | 66    | 3,003  | 3,003  | 450 19   | 450 19   |
| " pig  | 2,243  | 94    | 2,337  | 2,394  | 350 55   | 359 10   |
| all other  |        | 57    |        |        | 8 55     |          |
| Iron ore   |        |       |        |        |          |          |
| Kryolite, chemical ore and<br>other ore, except iron |        |       |        |        |          |          |
| Lard and lard oil                                    | 78     | 3     | 78     | 3,463  | 173 15   | 173 15   |
| Meal, all kinds                                      | 9      | 343   | 9      | 343    | 0 45     | 12 15    |
| Meats, other than pork                               |        | 4     |        |        | 51 45    | 52 80    |
| Marble   | 20     | 1     | 20     | 1      | 0 60     | 0 60     |
| Manilla  | 20     | 3     | 20     | 3      | 0 20     | 4 20     |
| Molasses   | 282    |       | 282    |        | 0 60     | 4 60     |
| Nails  | 2,350  | 1     | 2,530  | 2,531  | 56 40    | 56 40    |
| Oats   |        | 180   |        |        | 0 20     | 506 17   |
| Oil, in barrels                                      | 543    | 2     | 545    | 1,250  | 25 13    | 25 13    |
| Oil cake   |        |       |        | 766    | 44 20    | 133 20   |
| Pease  |        |       |        |        |          |          |
| Potatoes   | 3      | 17    | 3      | 5,317  | 106 34   | 106 34   |
| Pork   | 28     | 33    | 61     | 20     | 2 55     | 3 00     |
| Paint  | 236    | 7     | 243    | 195    | 20 85    | 28 69    |
| Pitch and tar  | 12     | 12    | 24     | 308    | 13 00    | 61 60    |
| Rags   | 2      |       | 2      | 24     | 4 80     | 4 80     |
| Rye  |        |       |        | 114    | 22 40    | 22 80    |
| Roan   | 2      |       |        | 1,829  | 36 58    | 36 58    |
| Salt   | 2,595  | 8     | 8,651  | 2      | 0 40     | 0 40     |
| Stone, intended for cutting                          | 24     | 6,050 | 24     | 8,654  | 1,297 55 | 1,298 10 |
| " wrought  | 4      |       | 4      | 3,031  | 451 05   | 454 65   |
| " not suitable for cutting,<br>unwrought             |        |       |        | 5      | 0 20     | 1 00     |
| Seeds, all kinds                                     | 46     |       |        |        |          |          |
| Sheep  | 509    | 100   | 146    | 619    | 51 60    | 51 60    |
| Soda ash   | 185    | 916   | 1,425  | 189    | 6 45     | 28 35    |
| Steel  | 3,308  | 1     | 3,563  | 10     | 1 50     | 1 50     |
| Spirits, beer, &c.                                   | 179    | 8     | 476    | 1,426  | 0 20     | 285 19   |
| Tobacco, raw   |        |       |        | 136    | 20 45    | 20 45    |
| Tallow   | 92     | 1     | 92     | 3,571  | 1 60     | 714 18   |
| Tin  | 337    | 10    | 347    | 741    | 53 00    | 148 20   |
| Turpentine   | 6      | 1     | 7      | 1      | 0 15     | 0 15     |
| Wheat  | 124    | 1     | 130    | 93     | 18 95    | 18 95    |
| White lead   | 658    | 6     | 687    | 384    | 76 80    | 76 80    |
| Whiting  | 21     | 29    | 21     | 3,437  | 68 74    | 68 74    |
| Wool   |        |       |        | 131    | 0 20     | 26 20    |
| All other goods and merchan-<br>dise not enumerated  | 3,923  | 989   | 4,912  | 687    | 137 40   | 137 40   |
| Bark   |        |       |        | 26     | 3 90     | 3 90     |
| Barrels, empty                                       | 55     |       | 55     | 7,480  | 513 60   | 1,495 95 |
| Boat knees   |        |       |        | 74     | 3 66     | 13 54    |
| Posts  |        |       |        |        |          |          |

No. (A) 11—STATEMENT showing the Quantity of each Article of Through Freight transported, &c.—Continued.

| ARTICLES.  | From Canadian to Canadian Ports. |         | From Canadian to United States Ports. |       | From United States to United States Ports. |       | From United States to Canadian Ports. |       | Tons.  |         | Total Tons. | Amount of Tolls, Up. | Amount of Tolls, Down. | Total Amount of Tolls. |
|--|----------------------------------|---------|---------------------------------------|-------|--|-------|---------------------------------------|-------|--------|---------|-------------|----------------------|------------------------|------------------------|
|  | Up.                              | Down.   | Up.                                   | Down. | Up.  | Down. | Up.                                   | Down. | Up.    | Down.   |             |                      |                        |                        |
| Firewood, in vessels                                       |                                  |         |                                       |       |  |       |                                       |       |        |         |             | \$                   | cts.                   | \$                     |
| “ rafts  |                                  |         |                                       |       |  |       |                                       |       |        |         |             |                      |                        |                        |
| Hoops  |                                  |         |                                       |       |  |       |                                       |       |        |         |             |                      |                        |                        |
| Hop poles  |                                  |         |                                       |       |  |       |                                       |       |        |         |             |                      |                        |                        |
| Lumber, sawn, in vessels                                   | 82                               | 25      | 228                                   | 1,600 |  |       |                                       |       | 310    | 1,625   | 1,935       | 27 60                | 242 25                 | 269 85                 |
| “ rafts  |                                  |         |                                       |       |  |       |                                       |       |        |         |             |                      |                        |                        |
| Masts, spars and telegraph poles, in vessels               |                                  |         |                                       |       |  |       |                                       |       |        |         |             |                      |                        |                        |
| Masts, spars and telegraph poles, in rafts                 |                                  |         |                                       |       |  |       |                                       |       |        |         |             |                      |                        |                        |
| Railway ties, in vessels                                   |                                  |         |                                       |       |  |       |                                       |       |        |         |             |                      |                        |                        |
| “ rafts  |                                  |         |                                       |       |  |       |                                       |       |        |         |             |                      |                        |                        |
| Saw logs   |                                  |         |                                       |       |  |       |                                       |       |        |         |             |                      |                        |                        |
| Staves and headings, barrel pipe                           |                                  |         |                                       |       |  |       |                                       |       |        |         |             |                      |                        |                        |
| “ “ W India  |                                  |         |                                       |       |  |       |                                       |       |        |         |             |                      |                        |                        |
| Staves, salt barrel  |                                  |         |                                       |       |  |       |                                       |       |        |         |             |                      |                        |                        |
| Split posts and fence rails, in vessels                    |                                  |         |                                       |       |  |       |                                       |       |        |         |             |                      |                        |                        |
| Split posts and fence rails, in rafts                      |                                  |         |                                       |       |  |       |                                       |       |        |         |             |                      |                        |                        |
| Timber, square, in vessels                                 |                                  |         |                                       |       |  |       |                                       |       |        |         |             |                      |                        |                        |
| “ rafts  |                                  |         |                                       |       |  |       |                                       |       |        |         |             |                      |                        |                        |
| Traverses  | 66                               | 7       |                                       |       |  |       |                                       |       | 66     | 7       | 73          | 27 20                | 2 00                   | 29 20                  |
| Woodenware and wood partly manufactured                    |                                  |         |                                       |       |  |       |                                       |       |        |         |             |                      |                        |                        |
| Total freight paying tolls.                                | 43,907                           | 102,918 | 9,785                                 | 1,622 |  |       | 76,812                                |       | 53,692 | 181,352 | 235,044     | 8,846 30             | 23,675 67              | 32,521 97              |
| Free Articles having paid full tolls on the Welland Canal: |                                  |         |                                       |       |  |       |                                       |       |        |         |             |                      |                        |                        |
| Agricul. products, animal                                  |                                  | 14      |                                       |       |  |       |                                       |       |        | 14      | 14          |                      |                        |                        |
| “ vegetable.   |                                  | 1       |                                       |       |  |       |                                       |       |        | 1       | 1           |                      |                        |                        |

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

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

APPENDIX A—Continued.

No. (A) 12.—STATEMENT showing the Quantity of each Article of Way Freight transported on the St. Lawrence Canals, and the Amount of Tolls collected during the Season of Navigation, 1890.

| Articles.   | From Canadian to Canadian Ports. |       | From Canadian to United States Ports. |       | From United States to United States Ports. |       | From United States to Canadian Ports. |       | Tons.  |       | Total Tons. | Amount of Tolls, Up. | Amount of Tolls, Down. | Total Amount of Tolls. |
|---|----------------------------------|-------|---------------------------------------|-------|--|-------|---------------------------------------|-------|--------|-------|-------------|----------------------|------------------------|------------------------|
|   | Up.                              | Down. | Up.                                   | Down. | Up.  | Down. | Up.                                   | Down. | Up.    | Down. |             |                      |                        |                        |
| Ashes, pot and pearl.                             | 43                               | 152   |                                       |       | 10   |       |                                       |       | 10     |       | 10          | 1 00                 |                        | 1 00                   |
| Apples.   |                                  |       |                                       |       | 3  |       |                                       |       | 46     |       | 198         | 4 46                 | 6 64                   | 11 10                  |
| Agricultural products, not enumerated, vegetable. | 1,144                            | 338   |                                       |       |  |       |                                       |       | 1,144  |       | 1,532       | 44 78                | 14 59                  | 59 37                  |
| Agricultural products, not enumerated, animal.    | 117                              | 240   |                                       |       |  |       |                                       |       | 137    |       | 377         | 10 88                | 9 80                   | 20 68                  |
| Agricultural implements.                          | 101                              | 4     |                                       |       |  |       | 20                                    |       | 101    |       | 106         | 14 47                | 0 25                   | 14 72                  |
| Barley.   | 157                              | 495   |                                       |       | 1  |       |                                       |       | 158    |       | 653         | 3 76                 | 9 90                   | 13 66                  |
| Bricks.   | 9,816                            | 331   | 720                                   |       | 202  |       | 161                                   |       | 10,899 |       | 11,230      | 413 19               | 23 30                  | 436 49                 |
| Bones.  |                                  | 25    | 164                                   |       |  |       |                                       |       |        |       | 189         |                      | 24 26                  | 24 26                  |
| Brimstone.  | 200                              |       |                                       |       |  |       | 88                                    |       | 288    |       | 288         | 22 83                |                        | 22 83                  |
| Cement and water lime.                            | 650                              | 242   |                                       |       |  |       |                                       |       | 650    |       | 852         | 63 74                | 23 57                  | 87 31                  |
| Clay, lime and sand.                              | 17,281                           | 6,252 | 148                                   |       |  |       | 3,541                                 |       | 20,970 |       | 27,222      | 787 47               | 236 51                 | 1,023 98               |
| Coal.   |                                  | 1,558 |                                       |       |  |       | 1,017                                 |       |        |       | 22,015      |                      | 1,555 37               | 1,555 37               |
| Corn.   | 32                               | 2,854 |                                       |       | 23   |       |                                       |       | 55     |       | 3,905       | 3 31                 | 105 21                 | 108 52                 |
| Cattle.   | 40                               | 494   |                                       |       |  |       | 544                                   |       | 40     |       | 534         | 2 32                 | 36 14                  | 38 46                  |
| Cotton, raw.                                      |                                  |       |                                       |       |  |       |                                       |       |        |       |             |                      |                        |                        |
| Crockery and earthenware.                         | 73                               |       |                                       |       |  |       |                                       |       | 73     |       | 73          | 11 89                |                        | 11 89                  |
| Dye wood and dye stuffs.                          | 19                               |       |                                       |       |  |       | 203                                   |       | 222    |       | 222         | 12 05                |                        | 12 05                  |
| Fish.   | 221                              | 44    |                                       |       |  |       |                                       |       | 221    |       | 265         | 17 36                | 2 99                   | 20 35                  |
| Flax and hemp.                                    | 2                                | 164   |                                       |       |  |       |                                       |       | 2      |       | 166         | 6 15                 | 6 15                   | 6 35                   |
| Flour.  | 890                              | 22    |                                       |       |  |       |                                       |       | 890    |       | 1,040       | 62 08                | 11 31                  | 73 39                  |
| Furniture.  | 134                              | 41    |                                       |       |  |       |                                       |       | 134    |       | 175         | 16 66                | 3 15                   | 19 81                  |
| Gypsum.   | 649                              | 160   |                                       |       |  |       |                                       |       | 649    |       | 809         | 10 12                | 6 07                   | 16 19                  |
| Glass, all kinds.                                 | 96                               | 8     |                                       |       |  |       | 13                                    |       | 109    |       | 117         | 17 98                | 0 45                   | 18 43                  |
| Hay, pressed.                                     | 412                              | 459   |                                       |       | 26   |       |                                       |       | 438    |       | 897         | 17 48                | 25 18                  | 46 66                  |
| Hogs.   | 2                                | 10    |                                       |       |  |       |                                       |       | 2      |       | 12          | 0 08                 |                        | 0 85                   |
| Horses.   | 107                              | 260   |                                       |       | 1  |       |                                       |       | 108    |       | 370         | 7 10                 | 16 59                  | 23 69                  |
| Hides and skins, horns and hoofs.                 |                                  | 9     |                                       |       |  |       |                                       |       |        |       | 9           |                      | 0 48                   | 0 48                   |
| Ice.  |                                  | 1,467 |                                       |       |  |       |                                       |       |        |       | 1,467       |                      | 206 65                 | 206 65                 |

|  |        |        |        |        |        |        |        |        |
|--|--------|--------|--------|--------|--------|--------|--------|--------|
| on, railway.....   | 180    | 151    | 180    | 151    | 331    | 8 99   | 11 33  | 20 32  |
| " " pig.....   | 241    | 5      | 241    | 5      | 246    | 20 08  | 0 19   | 20 27  |
| " " all other.....                                       | 9,193  | 2,675  | 9,255  | 2,675  | 11,940 | 382 86 | 103 77 | 486 63 |
| Iron ore.....  |        |        |        |        |        |        |        |        |
| Kryolite chemical ore and<br>other ore, except iron..... |        | 79     |        | 79     | 79     |        | 3 95   | 3 95   |
| Lard and lard oil.....                                   | 82     | 81     | 82     | 81     | 103    | 7 97   | 3 11   | 11 08  |
| Meal, all kinds.....                                     | 101    | 933    | 101    | 936    | 1,037  | 5 82   | 38 44  | 44 26  |
| Meats, other than pork.....                              | 20     | 17     | 20     | 17     | 37     | 1 73   | 0 65   | 2 39   |
| Marble.....  | 14     |        | 14     |        | 14     | 2 66   |        | 2 66   |
| Manilla.....   | 1      |        | 1      |        | 1      | 0 10   |        | 0 10   |
| Molasses.....  | 457    | 19     | 457    | 19     | 957    | 95 77  | 0 95   | 96 72  |
| Nails.....   | 555    | 983    | 555    | 983    | 1,528  | 94 60  | 48 15  | 142 75 |
| Oats.....  | 599    | 2,179  | 599    | 2,179  | 2,778  | 22 66  | 72 87  | 95 53  |
| Oil, in barrels.....                                     | 491    | 70     | 491    | 70     | 636    | 62 80  | 19 50  | 82 30  |
| Oil cake.....  | 8      |        | 8      |        | 8      | 0 75   |        | 0 75   |
| Pease.....   | 1,168  | 20,676 | 1,168  | 20,676 | 21,844 | 25 43  | 413 60 | 439 03 |
| Potatoes.....  | 7      | 55     | 7      | 55     | 73     | 1 21   | 3 96   | 5 17   |
| Port.....  | 298    | 149    | 298    | 149    | 455    | 28 37  | 6 22   | 34 59  |
| Paint.....   | 28     | 134    | 28     | 134    | 185    | 5 66   | 6 70   | 12 36  |
| Pitch and tar.....                                       | 62     | 107    | 62     | 107    | 241    | 16 53  | 5 35   | 21 88  |
| Rags.....  | 10     |        | 10     |        | 10     |        | 0 65   | 0 65   |
| Rye.....   | 8      | 1,424  | 8      | 1,424  | 1,427  | 0 24   | 28 48  | 28 72  |
| Rosin.....   | 8      | 121    | 8      | 121    | 2,282  | 108 54 | 6 05   | 114 59 |
| Salt.....  | 2,897  | 135    | 2,900  | 161    | 3,061  | 250 02 | 7 04   | 257 06 |
| Stone, intended for cutting.....                         | 523    |        | 2,645  |        | 2,645  | 99 62  |        | 99 62  |
| " " wrought.....   | 149    |        | 196    |        | 196    | 9 80   |        | 9 80   |
| " " not suitable for cutting,<br>unwrought.....          | 60     |        | 60     |        | 10,326 | 1 20   | 206 40 | 207 60 |
| Seeds, all kinds.....                                    | 1,663  | 232    | 1,663  | 232    | 1,895  | 63 53  | 8 81   | 72 34  |
| Sheep.....   | 1      | 154    | 1      | 154    | 155    | 0 06   | 11 64  | 11 70  |
| Soda ash.....  | 79     | 43     | 130    | 43     | 173    | 12 63  | 2 15   | 14 78  |
| Steel.....   | 11     | 22     | 11     | 22     | 33     | 1 27   | 0 87   | 2 14   |
| Sugar.....   | 825    | 6      | 2,422  | 6      | 2,428  | 216 69 | 0 30   | 216 99 |
| Spirits, beer, &c.....                                   | 320    | 14     | 320    | 14     | 334    | 49 81  | 0 70   | 50 51  |
| Tobacco, raw.....  | 21     |        | 24     |        | 24     | 2 14   |        | 2 14   |
| Tallow.....  | 1      |        | 15     |        | 15     | 0 63   |        | 0 63   |
| Tin.....   | 123    | 56     | 123    | 56     | 179    | 19 11  | 2 80   | 21 91  |
| Turpentine.....  | 2      | 18     | 122    | 18     | 122    | 5 48   | 0 90   | 6 38   |
| Wheat.....   | 21,899 | 569    | 21,899 | 569    | 22,468 | 438 65 | 11 38  | 450 03 |
| White lead.....  | 12     |        | 18     |        | 18     | 2 49   |        | 2 49   |
| Whiting.....   | 12     | 2      | 12     | 2      | 14     | 2 19   | 0 10   | 2 29   |
| Wool.....  |        |        |        |        |        |        |        |        |
| All other goods and mer-<br>chandise not enumerated..... | 2,915  | 1,240  | 2      | 270    | 686    | 402 69 | 158 33 | 561 02 |
| Bark.....  | 184    | 10     | 253    | 27     | 280    | 20 26  | 2 30   | 22 56  |
| Barrels, empty.....                                      |        |        |        |        |        |        |        |        |
| Boat knees.....  | 800    | 4,364  | 800    | 4,364  | 5,164  | 1 40   | 76 37  | 77 77  |
| Floats.....  | 5,832  | 6,331  | 5,832  | 7,045  | 12,877 | 106 75 | 172 42 | 281 17 |
| Firewood, in vessels.....                                |        | 600    |        |        |        |        |        |        |

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

| ARTICLES.  | From Canadian to Canadian Ports. |         | From United States to United States Ports. |       | From United States to Canadian Ports. |        | Tons.   |         | Total Tons. | Amount of Tolls Up. | Amount of Tolls Down. | Total Amount of Tolls. |
|--|----------------------------------|---------|--|-------|---------------------------------------|--------|---------|---------|-------------|---------------------|-----------------------|------------------------|
|  | Up.                              | Down.   | Up.  | Down. | Up.                                   | Down.  | Up.     | Down.   |             |                     |                       |                        |
| Firewood, in rafts.  |                                  |         |  |       |                                       |        |         |         |             | \$ cts.             | \$ cts.               | \$ cts.                |
| Hoops.   |                                  |         |  |       |                                       |        |         |         | 1           | 0 10                |                       | 0 10                   |
| Hop poles.   |                                  |         | 1  |       |                                       |        |         |         |             |                     |                       |                        |
| Lumber, sawn, in vessels.                                  | 20,475                           | 16,218  | 319  | 557   |                                       |        | 20,794  | 16,815  | 37,609      | 542 99              | 453 45                | 996 44                 |
| “ “ rafts.   |                                  | 176     |  |       |                                       |        |         | 176     | 176         |                     | 7 88                  | 7 88                   |
| Masts, spars and telegraph poles, in vessels.              |                                  |         |  |       |                                       |        |         |         |             |                     |                       |                        |
| Masts, spars and telegraph poles, in rafts.                |                                  | 17,088  |  |       |                                       |        |         | 17,088  | 17,088      |                     |                       |                        |
| 1-4 Railway ties, in vessels.                              | 1,929                            |         |  |       |                                       |        | 1,929   |         | 1,929       | 38 49               |                       | 38 49                  |
| “ “ rafts.   |                                  |         |  |       |                                       |        |         |         |             |                     |                       |                        |
| Saw logs.  | 42                               | 20,715  |  |       |                                       |        | 42      | 20,715  | 20,757      | 1 00                | 472 90                | 473 90                 |
| Staves and headings, barrel.                               |                                  |         |  |       |                                       |        |         |         |             |                     |                       |                        |
| “ “ pipe.  |                                  |         |  |       |                                       |        |         |         |             |                     |                       |                        |
| “ “ W. India.  |                                  |         |  |       |                                       |        |         |         |             |                     |                       |                        |
| Staves, salt barrel.                                       | 20                               | 24      |  |       |                                       |        | 20      | 24      | 44          | 4 88                | 4 13                  | 9 01                   |
| Shingles.  |                                  |         |  |       |                                       |        |         |         |             |                     |                       |                        |
| Split posts and fence rails, in vessels.                   |                                  |         |  |       |                                       |        |         |         |             |                     |                       |                        |
| Split posts and fence rails, in rafts.                     | 10                               |         |  |       |                                       |        | 10      |         | 10          | 0 25                |                       | 0 25                   |
| Timber, square, in vessels.                                | 198                              | 1,254   |  |       |                                       |        | 198     | 1,254   | 1,452       | 4 36                | 18 19                 | 22 55                  |
| “ “ rafts.   | 1,011                            | 9,646   |  |       |                                       |        | 1,011   | 9,646   | 10,697      | 25 50               | 244 25                | 269 75                 |
| Traverses.   |                                  | 10,354  |  |       |                                       |        |         | 10,354  | 10,354      |                     | 26 95                 | 26 95                  |
| Woodenware and wood partly manufactured.                   | 39                               | 20      |  |       |                                       |        | 39      | 20      | 59          | 7 80                | 4 00                  | 11 80                  |
| Total freight paying tolls.                                | 107,765                          | 144,544 | 1,247                                      | 1,631 | 11,029                                | 20,211 | 121,076 | 168,451 | 289,527     | 4,771 77            | 5,424 72              | 10,196 49              |
| Free articles having paid full tolls on the Welland Canal: |                                  |         |  |       |                                       |        |         |         |             |                     |                       |                        |
| Corn.  |                                  | 4,707   |  |       |                                       | 400    |         | 5,107   | 5,107       |                     |                       |                        |
| Coal, free, per Order in Council                           | 55,878                           |         |  |       | 30,242                                |        | 87,200  |         | 87,200      |                     |                       |                        |

[illegible]

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

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





|  | 12  | 23      |  |  |  | 12  | 23      |  | 35      | 2 41      |
|--|-----|---------|--|--|--|-----|---------|--|---------|-----------|
| do all other.....                                      |     |         |  |  |  |     |         |  |         |           |
| Iron ore.....  |     | 1,506   |  |  |  |     | 1,506   |  |         | 75 25     |
| Kryolite, chemical ore and other ore, except iron..... | 2   | 7       |  |  |  | 2   | 7       |  | 9       | 0 53      |
| Lard and lard oil.....                                 | 4   | 18      |  |  |  | 4   | 18      |  | 17      | 1 30      |
| Meal, all kinds.....                                   | 2   | 10      |  |  |  | 2   | 10      |  | 12      | 1 02      |
| Meats, other than pork.....                            |     |         |  |  |  |     |         |  |         |           |
| Marble.....  |     |         |  |  |  |     |         |  |         |           |
| Manilla.....   | 17  | 8       |  |  |  | 17  | 8       |  | 20      | 2 52      |
| Molasses.....  | 19  | 12      |  |  |  | 19  | 12      |  | 31      | 2 92      |
| Nails.....   | 2   | 1,376   |  |  |  | 2   | 1,376   |  | 1,376   | 102 57    |
| Oil.....   | 29  | 5       |  |  |  | 29  | 5       |  | 34      | 2 50      |
| Oil, in barrels.....                                   |     |         |  |  |  |     |         |  |         |           |
| Oil cake.....  |     |         |  |  |  |     |         |  |         |           |
| Pease.....   |     | 1,363   |  |  |  |     | 1,363   |  | 1,363   | 99 45     |
| Potatoes.....  | 11  | 655     |  |  |  | 11  | 655     |  | 655     | 51 62     |
| Pork.....  | 30  | 6       |  |  |  | 30  | 6       |  | 36      | 1 00      |
| Paint.....   | 1   | 1       |  |  |  | 1   | 1       |  | 2       | 0 24      |
| Pitch and tar.....                                     |     |         |  |  |  |     |         |  |         |           |
| Rags.....  | 3   | 3       |  |  |  | 3   | 3       |  | 3       | 0 57      |
| Eye.....   | 20  | 20      |  |  |  | 20  | 20      |  | 20      | 1 46      |
| Resin.....   |     |         |  |  |  |     |         |  |         |           |
| Salt.....  | 5   | 5       |  |  |  | 5   | 5       |  | 5       | 0 21      |
| Stone, intended for cutting<br>do wrought.....         |     | 8       |  |  |  |     | 8       |  | 3       | 0 57      |
| do not suitable for cutting, unwrought.....            |     |         |  |  |  |     |         |  |         |           |
| Seeds, all kinds.....                                  |     | 19      |  |  |  |     | 19      |  | 19      | 1 86      |
| Sheep.....   |     | 325     |  |  |  |     | 325     |  | 325     | 23 27     |
| Soda ash.....  |     | 1       |  |  |  |     | 1       |  | 1       | 0 19      |
| Seed.....  | 1   | 1       |  |  |  | 1   | 1       |  | 1       | 0 05      |
| Sugar.....   | 25  | 28      |  |  |  | 25  | 28      |  | 53      | 4 39      |
| Spirits, beer, &c.....                                 | 21  | 1       |  |  |  | 21  | 1       |  | 22      | 1 43      |
| Tobacco, raw.....                                      |     |         |  |  |  |     |         |  |         |           |
| Tallow.....  |     | 1       |  |  |  |     | 1       |  | 1       | 0 10      |
| Tin.....   | 9   | 3       |  |  |  | 9   | 3       |  | 12      | 0 79      |
| Turpentine.....  | 1   |         |  |  |  | 1   |         |  | 1       | 0 05      |
| Wheat.....   |     | 44      |  |  |  |     | 44      |  | 44      | 4 32      |
| White lead.....  |     |         |  |  |  |     |         |  |         |           |
| Whiting.....   | 3   |         |  |  |  | 3   |         |  | 3       | 0 15      |
| Wool.....  |     |         |  |  |  |     |         |  |         |           |
| All other goods and merchandise not enumerated.....    | 93  | 419     |  |  |  | 93  | 419     |  | 512     | 71 76     |
| Bark.....  | 15  | 15      |  |  |  | 15  | 15      |  | 15      | 1 47      |
| Barrels, empty.....                                    |     | 91      |  |  |  |     | 91      |  | 91      | 11 50     |
| Boat knees.....  |     |         |  |  |  |     |         |  |         |           |
| Floats.....  | 20  | 9,170   |  |  |  | 20  | 9,170   |  | 9,190   | 84 16     |
| Firewood, in vessels.....                              | 105 | 45,395  |  |  |  | 105 | 45,462  |  | 46,567  | 1,899 16  |
| do rafts.....  |     | 480     |  |  |  |     | 480     |  | 480     | 25 47     |
| Hoops.....   |     | 32      |  |  |  |     | 32      |  | 32      | 2 87      |
| Hop poles.....   |     |         |  |  |  |     |         |  |         |           |
| Lumber, sawn, in vessels.....                          | 14  | 418,495 |  |  |  | 14  | 530,731 |  | 530,775 | 40,126 91 |
| do rafts.....  |     | 301     |  |  |  |     | 301     |  | 301     | 5 03      |

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

| Articles.                                     | From Canadian to Canadian Ports. |         | From Canadian to United States Ports. |         | From United States to United States Ports. |       | From United States to Canadian Ports. |       | Tons. |         | Total Tons. | Amount of Tolls. |
|---|----------------------------------|---------|---------------------------------------|---------|--|-------|---------------------------------------|-------|-------|---------|-------------|------------------|
|   | Up.                              | Down.   | Up.                                   | Down.   | Up.  | Down. | Up.                                   | Down. | Up.   | Down.   |             |                  |
| Masts, spars and telegraph poles, in vessels. |                                  | 321     |                                       |         |  |       |                                       |       |       | 321     | 321         | \$ cts.<br>10 71 |
| do do rafts.                                  |                                  |         |                                       |         |  |       |                                       |       |       |         |             |                  |
| Railway ties, in vessels.                     |                                  | 985     |                                       | 585     |  |       |                                       |       |       | 1,590   | 1,590       | 337 63           |
| do rafts.                                     |                                  |         |                                       |         |  |       |                                       |       |       |         |             |                  |
| Saw logs                                      |                                  |         |                                       |         |  |       |                                       |       |       |         |             |                  |
| Staves and headings, barrel                   |                                  |         |                                       |         |  |       |                                       |       |       |         |             |                  |
| do pipe                                       |                                  |         |                                       |         |  |       |                                       |       |       |         |             |                  |
| do do   |                                  |         |                                       |         |  |       |                                       |       |       |         |             |                  |
| Staves, salt barrel                           | 2                                | 367     |                                       | 49      |  |       |                                       |       | 2     | 416     | 418         | 299 41           |
| Shingles                                      |                                  | 1       |                                       |         |  |       |                                       |       |       | 1       | 1           | 1 76             |
| Split posts and fence rails, in vessels.      |                                  |         |                                       |         |  |       |                                       |       |       |         |             |                  |
| do rafts                                      |                                  | 290     |                                       |         |  |       |                                       |       |       | 290     | 290         | 7 85             |
| Timber, square, in vessels.                   |                                  |         |                                       |         |  |       |                                       |       |       |         |             |                  |
| do rafts                                      |                                  | 1,370   |                                       |         |  |       |                                       |       |       | 1,370   | 1,370       | 23 63            |
| Traverses.                                    |                                  | 200     |                                       |         |  |       |                                       |       |       | 200     | 200         | 1 08             |
| Woodenware and wood partly manufactured       | 6                                | 49      |                                       |         |  |       |                                       |       | 6     | 49      | 55          | 45 49            |
| Total freight paying tolls                    | 527                              | 494,581 | 8                                     | 113,567 |  |       |                                       |       | 535   | 608,148 | 608,683     | 43,791 37        |
| <i>Free per Order in Council.</i>             |                                  |         |                                       |         |  |       |                                       |       |       |         |             |                  |
| Firewood.                                     |                                  |         |                                       |         |  |       |                                       |       |       |         |             |                  |
| Floats.                                       |                                  | 10,150  |                                       |         |  |       |                                       |       |       | 10,150  | 10,150      |                  |
| Lumber, sawn, in rafts                        |                                  | 11,126  |                                       |         |  |       |                                       |       |       | 11,126  | 11,126      |                  |
| Masts and spars                               |                                  | 1,273   |                                       |         |  |       |                                       |       |       | 1,273   | 1,273       |                  |
| Railway ties, in rafts                        |                                  | 10      |                                       |         |  |       |                                       |       |       | 10      | 10          |                  |
| Saw logs.                                     |                                  | 3,525   |                                       |         |  |       |                                       |       |       | 3,525   | 3,525       |                  |
| Shingles                                      |                                  | 13,872  |                                       |         |  |       |                                       |       |       | 13,872  | 13,872      |                  |
| Split posts, &c., in rafts.                   |                                  | 6       |                                       |         |  |       |                                       |       |       | 6       | 6           |                  |
| Timber, square                                |                                  | 2,460   |                                       |         |  |       |                                       |       |       | 2,460   | 2,460       |                  |
| Woodenware.                                   |                                  | 240     |                                       |         |  |       |                                       |       |       | 240     | 240         |                  |
| Grand total freight                           | 527                              | 537,253 | 8                                     | 113,567 |  |       |                                       |       | 535   | 650,820 | 651,355     |                  |

|   |           |
|---|-----------|
| Total tolls on vessels .....                      | 4,262 48  |
| do passengers .....                               | 172 51    |
| Total free goods .....                            | \$732 55  |
| Wharfage and storage .....                        | 8 00      |
| Fines and damages .....                           | 18 00     |
| Other receipts .....                              |           |
| Total revenue, exclusive of hydraulic rents ..... | 48,252 36 |

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

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











No. (A) 15—GENERAL STATEMENT showing the Quantity of each Article Transported, &amp;c.—Concluded.

| ARTICLES.  | From Canadian to Canadian Ports. |       | From Canadian to United States Ports. |       | From United States to United States Ports. |       | From United States to Canadian Ports. |       | Tons. |       | Total Tons. | Amount of Tolls.<br>\$ cts. |
|--|----------------------------------|-------|---------------------------------------|-------|--|-------|---------------------------------------|-------|-------|-------|-------------|-----------------------------|
|  | Up.                              | Down. | Up.                                   | Down. | Up.  | Down. | Up.                                   | Down. | Up.   | Down. |             |                             |
| Iron, all other.....                                   | 297                              | 43    |                                       |       |  |       |                                       |       | 297   | 43    | 340         | 10 24                       |
| Iron ore.....  |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                             |
| Kryolite, chemical ore and other ore, except iron..... | 745                              | 2,312 |                                       |       |  |       |                                       |       | 745   | 2,312 | 3,057       | 152 50                      |
| Lard and hard oil.....                                 | 26                               |       |                                       |       |  |       |                                       |       | 26    |       | 26          | 0 82                        |
| Meal, all kinds.....                                   | 28                               | 20    |                                       |       |  |       |                                       |       | 28    | 20    | 48          | 1 88                        |
| Meats, other than pork.....                            | 15                               | 5     |                                       |       |  |       |                                       |       | 15    | 5     | 20          | 0 55                        |
| Marble.....  |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                             |
| Molasses.....  | 116                              | 13    |                                       |       |  |       |                                       |       | 116   | 13    | 129         | 11 42                       |
| Nails.....   | 292                              | 3     |                                       |       |  |       |                                       |       | 292   | 3     | 295         | 26 62                       |
| Oats.....  | 30                               | 61    |                                       |       |  |       |                                       |       | 30    | 61    | 91          | 2 81                        |
| Oil, in barrels.....                                   | 84                               | 135   |                                       |       |  |       |                                       |       | 84    | 135   | 219         | 19 92                       |
| Oil cake.....  | 5                                |       |                                       |       |  |       |                                       |       | 5     |       | 5           | 0 13                        |
| Pease.....   | 61                               | 15    |                                       |       |  |       |                                       |       | 61    | 15    | 76          | 1 83                        |
| Potatoes.....  | 45                               | 67    |                                       |       |  |       |                                       |       | 45    | 67    | 112         | 3 15                        |
| Pork.....  | 137                              | 35    |                                       |       |  |       |                                       |       | 137   | 35    | 172         | 4 72                        |
| Paint.....   | 23                               |       |                                       |       |  |       |                                       |       | 23    |       | 23          | 2 84                        |
| Pitch and tar.....                                     | 25                               | 1     |                                       |       |  |       |                                       |       | 25    | 1     | 26          | 2 28                        |
| Rags.....  | 2                                | 5     |                                       |       |  |       |                                       |       | 2     | 5     | 7           | 0 81                        |
| Rye.....   | 101                              | 6     |                                       |       |  |       |                                       |       | 101   | 6     | 107         | 2 64                        |
| Resin.....   | 1                                |       |                                       |       |  |       |                                       |       | 1     |       | 1           | 0 09                        |
| Salt.....  | 953                              | 110   |                                       |       |  |       |                                       |       | 953   | 110   | 1,063       | 31 14                       |
| Stone, intended for cutting<br>do, wrought.....        | 17                               | 77    |                                       |       |  |       |                                       |       | 17    | 77    | 94          | 4 22                        |
| do, not suitable for cutting, unwrought.....           | 1                                | 1     |                                       |       |  |       |                                       |       | 1     | 1     | 2           | 0 27                        |
| Seeds, all kinds.....                                  | 5                                | 9     |                                       |       |  |       |                                       |       | 5     | 9     | 14          | 0 88                        |
| Sheep.....   | 5                                | 2     |                                       |       |  |       |                                       |       | 5     | 2     | 7           | 0 20                        |
| Soda ash.....  | 25                               |       |                                       |       |  |       |                                       |       | 25    |       | 25          | 2 31                        |
| Steel.....   | 28                               |       |                                       |       |  |       |                                       |       | 28    |       | 28          | 1 49                        |
| Sugar.....   | 250                              | 71    |                                       |       |  |       |                                       |       | 250   | 71    | 321         | 31 68                       |
| Spirits, beer, &c.....                                 | 102                              | 54    |                                       |       |  |       |                                       |       | 102   | 54    | 156         | 17 26                       |
| Tobacco, raw.....                                      | 1                                |       |                                       |       |  |       |                                       |       | 1     |       | 1           | 0 07                        |
| Tallow.....  | 2                                |       |                                       |       |  |       |                                       |       | 2     |       | 2           | 0 06                        |
| Tin.....   | 19                               |       |                                       |       |  |       |                                       |       | 19    |       | 19          | 1 79                        |
| Turpentine.....  | 1                                |       |                                       |       |  |       |                                       |       | 1     |       | 1           | 0 09                        |

|   |        |        |         |        |        |         |          |
|---|--------|--------|---------|--------|--------|---------|----------|
| Wheat.....  | 7      | 184    | 191     | 7      | 184    | 191     | 4 69     |
| White lead.....                                     | 18     | 1      | 19      | 18     | 1      | 19      | 1 80     |
| Whiting.....  | 28     | 2      | 28      | 28     | 2      | 28      | 2 67     |
| Wool.....   | 2      | 2      | 4       | 2      | 2      | 4       | 0 14     |
| All other goods and merchandise not enumerated..... | 547    | 380    | 927     | 547    | 380    | 927     | 98 48    |
| Barrels, empty..                                    | 40     | 45     | 85      | 40     | 45     | 85      | 6 21     |
| Boat knees.....                                     | 2,118  | 360    | 2,478   | 2,118  | 360    | 2,478   | 43 93    |
| Floats.....   | 11,520 | 704    | 12,224  | 11,520 | 704    | 12,224  | 207 88   |
| Firewood, in vessels<br>do rafts.....               | 26,326 | 6,206  | 38,539  | 32,853 | 6,206  | 38,559  | 2,147 40 |
| Hop poles.....                                      | 88     | 4      | 92      | 88     | 4      | 92      | 9 53     |
| Lumber, sawn, in vessels<br>do rafts.....           | 94     | 94     | 94      | 94     | 94     | 94      | 10 00    |
| Masts, spars and telegraph poles, in vessels.....   | 5,399  | 1,211  | 5,399   | 5,399  | 1,211  | 5,399   | 623 67   |
| do do rafts.....                                    | 1,211  | 167    | 1,378   | 1,211  | 167    | 1,378   | 128 62   |
| Railway ties, in vessels.....                       | 199    | 167    | 366     | 199    | 167    | 366     | 8 61     |
| Saw logs.....                                       | 128    | 48     | 176     | 167    | 48     | 215     | 93 18    |
| Shingles.....                                       | 30     | 30     | 30      | 30     | 30     | 30      | 4 61     |
| Split posts and fence rails, in vessels.....        | 1      | 1      | 1       | 1      | 1      | 1       | 0 13     |
| do do rafts.....                                    | 20     | 20     | 20      | 20     | 20     | 20      | 0 76     |
| Timber, square, in vessels.....                     | 500    | 20     | 520     | 500    | 20     | 520     | 28 75    |
| do do rafts.....                                    | 1,206  | 5      | 1,206   | 1,206  | 5      | 1,206   | 28 23    |
| Traverses.....                                      | 5      | 5      | 5       | 5      | 5      | 5       | 0 80     |
| Woodenware, and wood partly manufactured.....       | 54,721 | 23,289 | 84,076  | 60,787 | 23,289 | 84,076  | 4,366 98 |
| Coal, free per Order in Council.....                | 4,373  | 3,000  | 4,373   | 4,373  | 3,000  | 4,373   | 111 34   |
| Firewood, free per Order in Council.....            | 22,126 | 3,000  | 25,126  | 22,126 | 3,000  | 25,126  | 115 78   |
| Grand total freight.....                            | 81,219 | 26,289 | 113,574 | 87,285 | 26,289 | 113,574 | 6 50     |
| Total revenue, exclusive of hydraulic rents. ....   |        |        |         |        |        |         | 6,288 77 |
| Total tolls on vessels.....                         |        |        |         |        |        |         | 1,676 89 |
| do passengers.....                                  |        |        |         |        |        |         | 111 34   |
| do free coal, \$116.76; firewood.....               |        |        |         |        |        |         | \$418 75 |
| Wharfage and storage.....                           |        |        |         |        |        |         | 115 78   |
| Fines and damages.....                              |        |        |         |        |        |         | 6 50     |
| Other receipts.....                                 |        |        |         |        |        |         | 21 28    |

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

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

APPENDIX A—Continued.

No. (A) 16—GENERAL STATEMENT showing the Quantity of each Article transported on the St. Peter's Canal, and the Amount of Revenue collected during the Season of Navigation in 1890.

| Articles.                        | From Canadian to Canadian Ports. |        | From Canadian to United States Ports. |       | From United States to United States Ports. |       | From United States to Canadian Ports. |       | Tons. |        | Total Tons. | Amount of Tolls. |
|----------------------------------|----------------------------------|--------|---------------------------------------|-------|--|-------|---------------------------------------|-------|-------|--------|-------------|------------------|
|                                  | Up.                              | Down.  | Up.                                   | Down. | Up.  | Down. | Up.                                   | Down. | Up.   | Down.  |             |                  |
|                                  |                                  |        |                                       |       |  |       |                                       |       |       |        |             |                  |
| Fish.....                        | 140                              | 674    |                                       |       |  |       |                                       |       | 140   | 674    | 814         | \$ 8 14          |
| Flour.....                       | 1,126                            | 503    |                                       |       |  |       |                                       |       | 1,126 | 503    | 1,629       | 16 29            |
| Coal.....                        | 1,181                            | 17,172 |                                       |       |  |       |                                       |       | 1,181 | 17,172 | 18,353      | 183 53           |
| Lumber.....                      | 1,066                            | 1,481  |                                       |       |  |       |                                       |       | 1,066 | 1,481  | 2,567       | 25 67            |
| Other agricultural products..... | 1,816                            | 6,187  |                                       |       |  |       |                                       |       | 1,816 | 6,187  | 8,003       | 80 03            |
| Other merchandise.....           | 540                              | 325    |                                       |       |  |       |                                       |       | 540   | 325    | 865         | 8 65             |
| Total freight paying tolls.....  | 5,889                            | 26,342 |                                       |       |  |       |                                       |       | 5,889 | 26,342 | 32,231      | 322 31           |
| Tolls on vessels.....            |                                  |        |                                       |       |  |       |                                       |       |       |        |             | 1,419 70         |
| Other receipts.....              |                                  |        |                                       |       |  |       |                                       |       |       |        |             | 177 91           |
| Total revenue.....               |                                  |        |                                       |       |  |       |                                       |       |       |        |             | 1,919 92         |

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

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

APPENDIX A—Continued.

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

| Articles.   | From Canadian to Canadian Ports. |       | From Canadian to United States Ports. |       | From United States to United States Ports. |       | From United States to Canadian Ports. |       | Tons. |       | Total Tons. | Amount of Tolls.<br>\$ cts. |
|---|----------------------------------|-------|---------------------------------------|-------|--|-------|---------------------------------------|-------|-------|-------|-------------|-----------------------------|
|   | Up.                              | Down. | Up.                                   | Down. | Up.  | Down. | Up.                                   | Down. | Up.   | Down. |             |                             |
| Ashes, pot and pearl.....                             |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                             |
| Apples.....   |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                             |
| Agricultural products, not enumerated, vegetable..... |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                             |
| do do animal.....                                     |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                             |
| Agricultural implements.....                          |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                             |
| Barley.....   |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                             |
| Bricks.....   |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                             |
| Bones.....  |                                  | 27    |                                       |       |  |       |                                       |       |       |       |             |                             |
| Brimstone.....  |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                             |
| Cement and water lime.....                            |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                             |
| Clay, lime and sand.....                              |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                             |
| Coal.....   |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                             |
| Corn.....   |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                             |
| Cattle.....   |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                             |
| Cotton, raw.....                                      |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                             |
| Crockery and earthenware.....                         |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                             |
| Dye wood and dye stuffs.....                          |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                             |
| Fish.....   |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                             |
| Flax and hemp.....                                    |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                             |
| Flour.....  | 35                               | 8     |                                       |       |  |       |                                       |       | 35    | 8     | 43          | 0 43                        |
| Furniture.....  |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                             |
| Gypsum.....   |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                             |
| Glass, all kinds.....                                 |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                             |
| Hay, pressed.....                                     |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                             |
| Hogs.....   |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                             |
| Horses.....   |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                             |
| Hides and skins, horns and hoofs.....                 |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                             |
| Ice.....  |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                             |
| Iron, railway.....                                    |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                             |
| do pig.....   |                                  |       |                                       |       |  |       |                                       |       |       |       |             |                             |





APPENDIX A—Continued.

No. (A) 18.—GENERAL STATEMENT showing the Quantity of each Article transported on the Murray Canal and the Amount of Revenue collected during the Season of Navigation in 1890.

| ARTICLES.  | From Canadian to Canadian Ports. |       | From Canadian to United States Ports. |       | From United States to United States Ports. |       | Tons. |       | Total Tons. | Amount of Tolls. |
|--|----------------------------------|-------|---------------------------------------|-------|--|-------|-------|-------|-------------|------------------|
|  | Up.                              | Down. | Up.                                   | Down. | Up.  | Down. | Up.   | Down. |             |                  |
|  |                                  |       |                                       |       |  |       |       |       |             |                  |
| Ashes, pot and pearl                             | 5                                |       |                                       |       |  |       | 5     |       | 5           | \$ cts.          |
| Apples.....                                      | 600                              | 108   | 269                                   |       |  |       | 869   | 108   | 977         | 0 15             |
| Agricultural products not enumerated, vegetable. | 5                                | 11    |                                       |       |  |       | 5     | 11    | 16          | 0 32             |
| do do animal.....                                | 4                                |       |                                       |       |  |       | 4     |       | 4           | 0 08             |
| Barley.....                                      | 378                              |       | 692                                   |       |  |       | 1,070 |       | 1,070       | 20 08            |
| Cement and water lime.                           | 6                                |       |                                       |       |  |       | 6     |       | 6           | 0 12             |
| Clay, lime and sand.                             | 2                                | 25    |                                       |       |  |       | 2     | 25    | 27          | 0 50             |
| Cotton, raw .....                                |                                  | 1     |                                       |       |  |       |       | 1     | 1           | 0 02             |
| Crockery and earthenware.                        | 6                                |       |                                       |       |  |       | 6     |       | 6           | 0 24             |
| Fish.....  | 22                               |       |                                       |       |  |       | 22    |       | 22          | 0 43             |
| Flour .....                                      | 8                                | 52    |                                       |       |  |       | 8     | 52    | 60          | 1 15             |
| Furniture.....                                   | 12                               | 19    | 4                                     |       |  |       | 16    | 21    | 37          | 1 08             |
| Glass, all kinds.....                            | 17                               | 1     |                                       |       |  |       | 17    | 1     | 18          | 0 46             |
| Horses.....                                      | 17                               | 6     | 17                                    |       |  |       | 34    | 8     | 42          | 0 86             |
| Hides and skins, horns and hoofs.                |                                  | 2     |                                       |       |  |       |       |       | 2           | 0 04             |
| Ice.....   |                                  | 60    | 4,293                                 |       |  |       | 4,293 | 60    | 4,353       | 108 85           |
| Iron, railway .....                              |                                  | 280   |                                       |       |  |       |       | 280   | 280         | 5 26             |
| do pig.....                                      | 84                               |       |                                       |       |  |       | 84    |       | 84          | 1 58             |
| do do all other .....                            | 246                              | 6     |                                       |       |  |       | 246   | 7     | 253         | 4 78             |
| Lard and lard oil.....                           | 1                                |       |                                       |       |  |       | 1     | 5     | 6           | 0 12             |
| Meal all kinds.....                              | 1                                |       |                                       |       |  |       | 1     |       | 1           | 0 02             |
| Marble.....                                      | 4                                |       |                                       |       |  |       | 4     |       | 4           | 0 10             |
| Manilla .....                                    | 3                                |       |                                       |       |  |       | 3     |       | 3           | 0 08             |
| Nails.....                                       | 304                              |       |                                       |       |  |       | 304   |       | 304         | 7 63             |
| Oil, in barrels .....                            | 17                               | 80    | 12                                    |       |  | 73    | 29    | 153   | 182         | 4 56             |
| Pease .....                                      |                                  | 65    | 49                                    |       |  |       | 49    | 65    | 114         | 2 15             |
| Pork .....                                       | 1                                | 3     |                                       |       |  |       | 1     | 3     | 4           | 0 08             |
| Paint .....                                      | 26                               |       |                                       |       |  |       | 26    |       | 26          | 0 67             |
| Rags.....  |                                  |       |                                       |       |  |       |       |       |             | 0 15             |
| Rye.....   | 400                              | 54    |                                       |       |  |       | 400   | 54    | 454         | 8 47             |
| Salt.....  | 257                              |       |                                       |       |  |       | 257   |       | 257         | 4 82             |

[illegible]

**B. H. TEAKLES,**  
*Chief Clerks, Canals Revenue.*

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

**RAILWAYS AND CANALS,  
OTTAWA, 27th February, 1891.**



## APPENDIX

## No. (A) 19.—STATEMENT of Traffic on the undermentioned Canals, and

| Articles.                                       | Welland Canal. |            | St. Lawrence Canal. |           | Chambly Canal. |          |
|---|----------------|------------|---------------------|-----------|----------------|----------|
|   | Tons.          | Tolls.     | Tons.               | Tolls.    | Tons.          | Tolls.   |
| <i>Class No. 1.</i>                             |                | \$ cts.    |                     | \$ cts.   |                | \$ cts.  |
| Canadian vessels, steam. ....                   | 340,703        | 4,041 47   | 731,967             | 4,184 96  | 77,722         | 234 57   |
| United States vessels, steam.....               | 401,406        | 6,024 17   | 20,017              | 140 35    | 1,973          | 25 93    |
| Canadian vessels, sail.....                     | 275,118        | 5,530 18   | 926,601             | 10,118 61 | 56,776         | 930 23   |
| United States vessels, sail.....                | 105,242        | 2,358 68   | 62,862              | 453 25    | 95,276         | 1,216 06 |
| Total, Class No. 1 .....                        | 1,122,469      | 17,954 50  | 1,741,447           | 14,897 17 | 231,747        | 2,406 79 |
| <i>Class No. 2.</i>                             | No.            |            | No.                 |           | No.            |          |
| Passengers. ....                                | 23,704         | 361 65     | 61,707              | 3,104 67  | 3,598          | 60 31    |
| <i>Class No. 3.</i>                             | Tons.          |            | Tons.               |           | Tons.          |          |
| Bricks. ....                                    | 335            | 35 43      | 11,651              | 499 64    | 185            | 16 84    |
| Brimstone.....                                  | 736            | 110 40     | 288                 | 22 83     | 188            | 33 62    |
| Cement and water lime.....                      | 87             | 11 82      | 2,802               | 373 81    | 105            | 10 50    |
| Clay, lime and sand.....                        | 472            | 45 19      | 28,451              | 1,208 33  | 4,997          | 518 14   |
| Fish.....                                       | 223            | 35 65      | 408                 | 41 80     |                |          |
| Gypsum.....                                     |                |            | 809                 | 16 19     |                |          |
| Iron, railway.....                              |                |            | 20,378              | 3,027 37  |                |          |
| do pig.....                                     | 36             | 4 62       | 3,249               | 470 46    |                |          |
| do all other.....                               | 717            | 105 49     | 14,334              | 845 73    |                |          |
| Salt.....                                       | 1,027          | 187 53     | 11,715              | 1,555 16  | 703            | 66 58    |
| Steel.....                                      |                |            | 169                 | 22 59     |                |          |
| Stone for cutting.....                          | 5,761          | 1,152 20   | 5,676               | 554 27    | 2,179          | 213 76   |
| Apples.....                                     | 150            | 7 79       | 2,583               | 368 85    | 420            | 37 74    |
| Barley.....                                     | 10,830         | 1,950 45   | 1,569               | 33 28     | 496            | 28 21    |
| Corn.....                                       | 327,394        | 65,478 60  | 16,815              | 366 72    | 7              | 0 24     |
| Cotton, raw.....                                |                |            |                     |           |                |          |
| Flax and hemp.....                              |                |            | 168                 | 6 65      |                |          |
| Flour.....                                      | 14,461         | 2,042 79   | 3,800               | 487 39    | 207            | 6 90     |
| Hay, pressed.....                               |                |            | 897                 | 46 66     | 1,811          | 77 75    |
| Meals, all kinds.....                           | 20,708         | 4,141 35   | 1,389               | 97 06     | 48             | 1 60     |
| Oil cake.....                                   | 2              | 0 40       | 8                   | 0 75      |                |          |
| Oats.....                                       | 27,728         | 5,533 80   | 4,028               | 120 66    | 632            | 21 11    |
| Pease.....                                      | 14             | 2 80       | 27,161              | 545 37    | 89             | 2 99     |
| Potatoes.....                                   | 4              | 0 26       | 93                  | 8 17      | 5              | 0 30     |
| Rye.....  | 1,549          | 288 40     | 3,256               | 65 30     |                |          |
| Seeds, all kinds.....                           | 155            | 30 10      | 2,084               | 100 69    |                |          |
| Tobacco, raw.....                               | 5              | 0 75       | 25                  | 2 29      | 4              | 0 27     |
| Wheat.....                                      | 118,002        | 22,895 94  | 25,905              | 518 77    | 45             | 1 50     |
| All other agricultural products, vegetable..... | 220            | 12 93      | 2,330               | 179 07    |                |          |
| Bones.....                                      | 1              | 0 02       | 254                 | 34 01     |                |          |
| Cattle.....                                     | 1              | 0 02       | 562                 | 42 66     | 80             | 2 58     |
| Hogs.....                                       |                |            | 51                  | 6 70      |                |          |
| Hides and skins, horns and hoofs.....           | 55             | 8 25       | 14                  | 1 23      |                |          |
| Horses.....                                     | 48             | 2 38       | 416                 | 30 59     | 23             | 0 83     |
| Lard and lard oil.....                          | 37             | 7 30       | 244                 | 23 23     |                |          |
| Meats, other than pork.....                     | 15             | 3 00       | 41                  | 2 99      |                |          |
| Pork.....                                       | 328            | 65 60      | 650                 | 63 28     |                |          |
| Sheep.....                                      |                |            | 165                 | 13 20     | 156            | 5 20     |
| Tallow.....                                     | 122            | 21 00      | 108                 | 14 58     |                |          |
| Wool.....                                       |                |            | 26                  | 3 90      |                |          |
| All other agricultural products, animal.....    | 14             | 2 80       | 606                 | 55 33     |                |          |
| Total, Class No. 3 .....                        | 531,237        | 104,185 06 | 195,180             | 11,877 56 | 12,380         | 1,046 66 |

## A—Continued.

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

| Murray Canal. |         | Ottawa Canals. |          | Rideau Canal. |          | St. Peter's Canal. |          | Trent Valley Canal. |         |
|---------------|---------|----------------|----------|---------------|----------|--------------------|----------|---------------------|---------|
| Tons.         | Tolls.  | Tons.          | Tolls.   | Tons.         | Tolls.   | Tons.              | Tolls.   | Tons.               | Tolls.  |
|               | \$ cts. |                | \$ cts.  |               | \$ cts.  |                    | \$ cts.  |                     | \$ cts. |
| 88,288        | 202 44  | 173,448        | 698 14   | 62,150        | 591 52   | 10,454             | 209 08   | 24,419              | 202 00  |
| 85            | 0 50    | 231            | 2 37     | 1,057         | 17 51    |                    |          |                     |         |
| 12,877        | 39 76   | 198,303        | 2,897 98 | 72,734        | 1,009 32 | 60,531             | 1,210 62 | 27,381              | 144 10  |
| 254           | 3 28    | 28,257         | 663 99   | 4,737         | 58 54    |                    |          |                     |         |
| 101,504       | 245 98  | 400,239        | 4,262 48 | 140,678       | 1,676 89 | 70,985             | 1,419 70 | 51,800              | 346 10  |
| No.           |         | No.            |          | No.           |          | No.                |          | No.                 |         |
| 12,589        | 133 97  | 13,298         | 172 51   | 3,921         | 111 34   |                    |          | 8,318               | 81 08   |
| Tons.         |         | Tons.          |          | Tons.         |          | Tons.              |          | Tons.               |         |
|               |         | 120            | 6 90     | 41            | 1 51     |                    |          | 27                  | 0 76    |
| 6             | 0 12    | 62             | 6 06     | 102           | 3 01     |                    |          |                     |         |
| 27            | 0 50    | 7,652          | 203 99   | 421           | 9 96     |                    |          |                     |         |
| 22            | 0 43    | 4              | 0 40     | 113           | 2 76     | 814                | 8 14     |                     |         |
| 280           | 5 25    |                |          |               |          |                    |          |                     |         |
| 84            | 1 58    |                |          | 92            | 2 29     |                    |          |                     |         |
| 253           | 4 78    | 35             | 2 41     | 340           | 10 24    |                    |          |                     |         |
| 257           | 4 82    | 5              | 0 21     | 1,068         | 31 14    |                    |          |                     |         |
|               |         | 1              | 0 05     | 28            | 1 49     |                    |          |                     |         |
| 131           | 3 40    |                |          | 94            | 4 42     |                    |          |                     |         |
| 977           | 17 82   | 93             | 5 20     | 106           | 2 50     |                    |          |                     |         |
| 1,070         | 20 08   | 119            | 10 22    | 101           | 2 37     |                    |          |                     |         |
|               |         |                |          | 35            | 1 08     |                    |          |                     |         |
| 1             | 0 02    |                |          |               |          |                    |          |                     |         |
| 60            | 1 15    | 19             | 1 04     | 487           | 13 22    | 1,629              | 16 29    | 43                  | 0 43    |
|               |         | 413            | 38 01    | 502           | 11 89    |                    |          |                     |         |
| 1             | 0 02    | 17             | 1 30     | 48            | 1 38     |                    |          |                     |         |
|               |         |                |          | 5             | 0 13     |                    |          |                     |         |
| 114           | 2 15    | 1,378          | 102 57   | 91            | 2 81     |                    |          |                     |         |
|               |         | 1,363          | 99 49    | 76            | 1 83     |                    |          |                     |         |
|               |         | 666            | 51 62    | 112           | 3 15     |                    |          |                     |         |
| 454           | 8 47    | 20             | 1 48     | 107           | 2 64     |                    |          |                     |         |
| 1             | 0 02    | 19             | 1 86     | 14            | 0 38     |                    |          |                     |         |
| 3             | 0 06    |                |          | 1             | 0 07     |                    |          |                     |         |
| 384           | 0 97    | 44             | 4 32     | 191           | 4 69     |                    |          |                     |         |
| 16            | 0 32    | 74             | 4 72     | 57            | 1 84     | 8,003              | 80 03    |                     |         |
|               |         | 23             | 2 04     | 33            | 1 27     |                    |          |                     |         |
|               |         | 649            | 42 02    | 11            | 0 33     |                    |          |                     |         |
|               |         | 12             | 0 72     | 1             | 0 03     |                    |          |                     |         |
| 2             | 0 04    | 27             | 2 55     | 3             | 0 09     |                    |          |                     |         |
| 42            | 0 86    | 182            | 10 97    | 17            | 0 50     |                    |          |                     |         |
| 6             | 0 12    | 9              | 0 53     | 25            | 0 82     |                    |          |                     |         |
|               |         | 12             | 1 02     | 20            | 0 55     |                    |          |                     |         |
| 4             | 0 08    | 36             | 1 00     | 172           | 4 72     |                    |          |                     |         |
|               |         | 325            | 23 27    | 7             | 0 20     |                    |          |                     |         |
|               |         | 1              | 0 10     | 2             | 0 06     |                    |          |                     |         |
| 6             | 0 12    |                |          | 4             | 0 14     |                    |          |                     |         |
| 4             | 0 08    | 1,286          | 105 12   | 479           | 13 96    |                    |          |                     |         |
| 4,255         | 73 26   | 14,666         | 731 19   | 5,006         | 139 27   | 10,446             | 104 46   | 70                  | 1 19    |

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

| Articles.  | Welland Canal. |           | St. Lawrence Canals. |          | Chambly Canal. |          |
|--|----------------|-----------|----------------------|----------|----------------|----------|
|  | Tons.          | Tolls.    | Tons.                | Tolls.   | Tons.          | Tolls.   |
| <i>Class No. 4.</i>                                |                | \$ cts.   |                      | \$ cts.  |                | \$ cts.  |
| Ashes, pot and pearl .....                         | 71             | 14 15     | 78                   | 14 60    |                |          |
| Agricultural implements .....                      |                |           | 113                  | 16 32    | 2              | 0 20     |
| Crockery and earthenware .....                     | 1              | 0 15      | 233                  | 43 89    | 10             | 1 00     |
| Dye woods and dye stuffs .....                     |                |           | 241                  | 15 85    | 95             | 9 50     |
| Furniture .....                                    | 35             | 6 10      | 658                  | 116 41   |                |          |
| Glass, all kinds .....                             | 26             | 3 95      | 631                  | 121 23   |                |          |
| Marble .....                                       | 4,437          | 665 55    | 35                   | 6 86     |                |          |
| Manilla .....                                      | 162            | 24 30     | 24                   | 4 70     |                |          |
| Molasses .....                                     | 117            | 17 55     | 1,239                | 153 12   | 645            | 64 50    |
| Nails .....  | 60             | 1 95      | 4,059                | 648 92   |                |          |
| Oil, in barrels .....                              | 89             | 3 95      | 1,692                | 235 50   | 168            | 15 37    |
| Paint .....  | 37             | 5 70      | 493                  | 73 96    | 16             | 1 60     |
| Pitch and tar .....                                | 863            | 123 83    | 372                  | 26 68    | 257            | 25 70    |
| Rags .....   |                |           | 124                  | 23 45    |                |          |
| Rosin .....  |                |           | 2,284                | 114 99   | 2,226          | 220 34   |
| Soda ash .....                                     | 993            | 148 95    | 1,599                | 299 97   |                |          |
| Sugar .....  | 926            | 120 58    | 5,999                | 931 17   | 1,203          | 120 30   |
| Stone, wrought .....                               | 852            | 135 06    | 201                  | 10 80    | 139            | 13 90    |
| Tin .....  | 1              | 0 02      | 563                  | 98 71    |                |          |
| Turpentine .....                                   |                |           | 129                  | 7 78     | 103            | 10 30    |
| White lead .....                                   | 1              | 0 20      | 149                  | 28 69    |                |          |
| Whiting .....                                      | 1              | 0 15      | 701                  | 139 69   |                |          |
| Whiskey and all other spirits .....                | 268            | 52 90     | 1,075                | 198 71   | 1              | 0 04     |
| Merchandise, not enumerated .....                  | 32,527         | 4,860 44  | 12,963               | 2,056 97 | 3,969          | 312 22   |
| Total, Class No. 4 .....                           | 41,467         | 6,185 48  | 35,655               | 5,388 97 | 8,834          | 794 97   |
| <i>Class No. 5.</i>                                |                |           |                      |          |                |          |
| Bark .....   |                |           |                      |          |                |          |
| Barrels, empty .....                               | 183            | 18 42     | 354                  | 36 10    |                |          |
| Boat knees .....                                   |                |           |                      |          |                |          |
| Floats .....                                       |                |           | 5,164                | 77 77    |                |          |
| Firewood, in vessels .....                         | 14,172         | 602 25    | 12,877               | 281 17   | 5,153          | 185 87   |
| do rafts .....                                     |                |           |                      |          |                |          |
| Lumber, sawn, in vessels .....                     | 60,383         | 10,371 02 | 39,544               | 1,266 29 | 83,133         | 4,875 65 |
| do rafts .....                                     | 15             | 2 03      | 176                  | 7 88     | 50             | 4 00     |
| Hoops .....  |                |           | 1                    | 0 10     |                |          |
| Railway ties, in vessels .....                     | 57             | 1 69      | 1,929                | 38 49    | 1,558          | 124 32   |
| do rafts .....                                     |                |           |                      |          |                |          |
| Masts, spars and telegraph poles, in vessels ..... | 1              | 25        |                      |          |                |          |
| Masts, spars and telegraph poles, in rafts .....   | 26             | 0 83      | 17,088               | 427 20   |                |          |
| Square timber, in vessels .....                    | 73,113         | 11,073 82 | 1,452                | 22 55    |                |          |
| do rafts .....                                     | 17,694         | 2,651 96  | 10,657               | 269 75   |                |          |
| Woodenware and wood, partly manufactured .....     | 28             | 11 20     | 132                  | 41 00    |                |          |
| Shingles .....                                     | 14             | 9 60      | 44                   | 9 01     | 135            | 34 44    |
| Split posts and fence rails, in vessels .....      |                |           |                      |          |                |          |
| do do rafts .....                                  |                |           | 10                   | 0 25     |                |          |
| Saw-logs .....                                     | 3,844          | 206 38    | 20,757               | 473 90   |                |          |
| Staves and headings, barrels .....                 | 218            | 17 40     |                      |          |                |          |
| do pipe .....                                      | 187            | 34 80     |                      |          |                |          |
| do West India .....                                | 36             | 6 75      |                      |          |                |          |
| Staves, salt barrel .....                          |                |           |                      |          |                |          |
| Traverses .....                                    |                |           | 10,354               | 26 95    |                |          |
| Hop poles .....                                    |                |           |                      |          |                |          |
| Total, Class No. 5 .....                           | 169,971        | 25,008 40 | 120,539              | 2,978 41 | 90,029         | 5,224 28 |

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

| Murray Canal. |         | Ottawa Canals. |           | Rideau Canal. |          | St. Peter's Canal. |         | Trent Valley Canals. |         |
|---------------|---------|----------------|-----------|---------------|----------|--------------------|---------|----------------------|---------|
| Tons.         | Tolls.  | Tons.          | Tolls.    | Tons.         | Tolls.   | Tons.              | Tolls.  | Tons.                | Tolls.  |
|               | \$ cts. |                | \$ cts.   |               | \$ cts.  |                    | \$ cts. |                      | \$ cts. |
| 5             | 0 15    | 11             | 2 09      | 21            | 3 03     |                    |         |                      |         |
| 9             | 0 24    | 18             | 2 74      | 189           | 20 18    |                    |         |                      |         |
|               |         | 10             | 1 48      | 51            | 4 93     |                    |         |                      |         |
| 37            | 1 08    | 28             | 3 64      | 1             | 0 09     |                    |         |                      |         |
| 18            | 0 46    | 7              | 0 77      | 66            | 6 56     |                    |         |                      |         |
| 4             | 0 10    |                |           | 48            | 4 43     |                    |         |                      |         |
| 3             | 0 08    |                |           |               |          |                    |         |                      |         |
|               |         | 25             | 2 52      | 129           | 11 42    |                    |         |                      |         |
| 304           | 7 63    | 31             | 2 92      | 235           | 26 62    |                    |         |                      |         |
| 182           | 4 56    | 34             | 2 50      | 219           | 19 92    |                    |         |                      |         |
| 26            | 0 67    | 2              | 0 24      | 22            | 2 24     |                    |         |                      |         |
|               |         |                |           | 26            | 2 28     |                    |         |                      |         |
| 6             | 0 15    | 3              | 0 57      | 7             | 0 81     |                    |         |                      |         |
|               |         |                |           | 1             | 0 09     |                    |         |                      |         |
| 50            | 1 26    | 1              | 0 19      | 25            | 2 31     |                    |         |                      |         |
| 122           | 3 07    | 53             | 4 39      | 321           | 31 66    |                    |         |                      |         |
|               |         | 3              | 0 57      | 2             | 0 27     |                    |         |                      |         |
| 8             | 0 22    | 12             | 0 79      | 19            | 1 79     |                    |         |                      |         |
|               |         | 1              | 0 05      | 1             | 0 09     |                    |         |                      |         |
| 32            | 0 81    |                |           | 19            | 1 80     |                    |         |                      |         |
| 77            | 1 93    | 3              | 0 15      | 28            | 2 67     |                    |         |                      |         |
| 58            | 1 50    | 22             | 1 43      | 156           | 17 26    |                    |         |                      |         |
| 725           | 18 29   | 512            | 71 76     | 927           | 98 48    | 865                | 8 65    | 168                  | 5 02    |
| 1,666         | 42 20   | 776            | 98 80     | 2,573         | 258 93   | 865                | 8 65    | 168                  | 5 02    |
|               |         |                |           |               |          |                    |         |                      |         |
| 6             | 0 25    | 15             | 1 47      |               |          |                    |         | 34                   | 1 31    |
|               |         | 91             | 11 50     | 85            | 6 21     |                    |         |                      |         |
|               |         | 9,190          | 84 16     | 2,478         | 43 93    |                    |         | 260                  | 3 13    |
| 939           | 7 84    | 46,567         | 1,899 16  | 12,224        | 207 88   |                    |         | 17,853               | 180 13  |
|               |         | 480            | 25 47     |               |          |                    |         |                      |         |
| 621           | 6 95    | 530,775        | 40,126 91 | 38,559        | 2,147 40 | 2,567              | 25 67   | 347                  | 5 93    |
|               |         | 301            | 5 03      | 92            | 9 53     |                    |         |                      |         |
|               |         | 32             | 2 87      |               |          |                    |         |                      |         |
| 153           | 1 53    | 1,590          | 337 63    | 5,399         | 623 67   |                    |         | 113                  | 4 50    |
|               |         |                |           | 1,211         | 128 62   |                    |         | 250                  | 9 34    |
|               |         |                |           |               |          |                    |         |                      |         |
| 28            | 0 18    | 321            | 10 71     |               |          |                    |         | 434                  | 4 90    |
|               |         |                |           |               |          |                    |         |                      |         |
|               |         | 290            | 7 85      | 94            | 10 00    |                    |         | 34                   | 3 61    |
| 6,540         | 81 75   | 1,370          | 23 63     | 40            | 0 76     |                    |         |                      |         |
|               |         |                |           | 520           | 28 75    |                    |         | 1,950                | 21 25   |
| 1             | 0 05    | 55             | 45 49     | 5             | 0 80     |                    |         |                      |         |
| 25            | 1 93    | 418            | 299 41    | 215           | 93 18    |                    |         | 215                  | 18 70   |
|               |         | 1              | 1 76      | 30            | 4 61     |                    |         | 5                    | 0 38    |
| 7             | 0 33    |                |           | 1             | 0 13     |                    |         |                      |         |
|               |         |                |           | 366           | 8 61     |                    |         | 2,126                | 18 41   |
|               |         |                |           |               |          |                    |         |                      |         |
| 8             | 0 15    |                |           |               |          |                    |         |                      |         |
|               |         |                |           |               |          |                    |         |                      |         |
|               |         | 200            | 1 08      | 1,205         | 28 22    |                    |         | 400                  | 2 00    |
|               |         |                |           |               |          |                    |         |                      |         |
| 8,328         | 100 96  | 591,696        | 42,884 13 | 62,524        | 3,342 30 | 2,567              | 25 67   | 24,021               | 273 59  |

## No. (A) 19.—STATEMENT OF TRAFFIC in the undermentioned

| Articles.   | Welland Canal. |            | St. Lawrence Canals. |           | Chambly Canal. |           |
|---|----------------|------------|----------------------|-----------|----------------|-----------|
|   | Tons.          | Tolls.     | Tons.                | Tolls.    | Tons.          | Tolls.    |
| <i>Special Class.</i>   |                | \$ cts.    |                      | \$ cts.   |                | \$ cts.   |
| Coal .....  | 202,384        | 38,222 60  | 157,183              | 21,830 57 | 81,932         | 8,035 69  |
| Kryolite or chemical ore .....                                  | 2,900          | 145 00     | 3,542                | 177 10    |                |           |
| Gypsum .....  | 205            | 2 56       |                      |           |                |           |
| Iron ore .....  | 5,238          | 261 90     |                      |           | 129            | 12 90     |
| Stone, unwrought, not suitable for cutting .....                | 5,544          | 528 66     | 11,005               | 259 20    | 276            | 27 60     |
| Ice .....   | 25,068         | 1,233 72   | 1,467                | 206 65    | 8,283          | 561 80    |
| Total, special class .....                                      | 241,339        | 40,394 44  | 173,197              | 22,473 52 | 90,620         | 8,637 99  |
| Total freight and tolls .....                                   | 984,014        | 194,089 53 | 524,571              | 60,720 30 | 201,863        | 18,171 00 |
| Timber and other wood, free .....                               | 200            | 10 50      | 4,078                | 369 78    |                |           |
| Wheat, corn, flour, iron, salt, coal, &c., Free .....           | 31,951         | 4,792 65   | 325,204              | 10,688 85 | 544            | 48 84     |
| Grand Totals, passengers and tonnage of vessels and included .. | 1,016,165      | 198,892 68 | 853,853              | 71,778 93 | 202,407        | 18,219 84 |

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

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

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

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

## APPENDIX

## No. (A) 20.—SUMMARY STATEMENT of Traffic on the undermentioned Canals during of each description of Property passed through

| Articles.                               | Welland Canal. |                      | St. Lawrence Canals. |                      | Chambly Canal. |                     |
|---|----------------|----------------------|----------------------|----------------------|----------------|---------------------|
|   | Tons.          | Tolls.               | Tons.                | Tolls.               | Tons.          | Tolls.              |
| Vessels of all kinds.....               | 1,122,469      | \$ cts.<br>17,954 50 | 1,741,447            | \$ cts.<br>14,897 17 | 231,747        | \$ cts.<br>2,406 79 |
| Passengers .....                        | No.<br>23,704  | 361 65               | No.<br>61,707        | 3,104 67             | No.<br>3,598   | 60 31               |
| <i>Forest—Produce of Wood.</i>          |                |                      |                      |                      |                |                     |
|   | Tons.          |                      | Tons.                |                      | Tons.          |                     |
| Bark.....                               |                |                      |                      |                      |                |                     |
| Boat Knees.....                         |                |                      |                      |                      |                |                     |
| Floats.....                             |                |                      | 5,164                | 77 77                |                |                     |
| Free.....                               |                |                      |                      |                      |                |                     |
| Firewood.....                           | 14,172         | 602 25               | 12,877               | 281 17               | 5,153          | 185 87              |
| Free.....                               |                |                      |                      |                      |                |                     |
| Hoops and hop poles.....                |                |                      | 1                    | 10                   |                |                     |
| Lumber, sawed.....                      | 60,398         | 10,373 05            | 39,720               | 1,274 17             | 83,183         | 4,879 65            |
| Free.....                               |                |                      | 3,717                |                      |                |                     |
| Masts, spars, &c.....                   | 27             | 1 08                 | 17,088               | 427 20               |                |                     |
| Free.....                               |                |                      |                      |                      |                |                     |
| Railway ties.....                       | 57             | 1 69                 | 1,929                | 38 49                | 1,558          | 124 32              |
| Free.....                               |                |                      |                      |                      |                |                     |
| Saw logs.....                           | 3,844          | 206 38               | 20,757               | 473 90               |                |                     |
| Free.....                               |                |                      |                      |                      |                |                     |
| Staves, all kinds.....                  | 441            | 58 95                |                      |                      |                |                     |
| Shingles.....                           | 14             | 9 60                 | 44                   | 9 01                 | 135            | 34 44               |
| Free.....                               |                |                      |                      |                      |                |                     |
| Split posts and rails.....              |                |                      | 10                   | 25                   |                |                     |
| Free.....                               |                |                      |                      |                      |                |                     |
| Timber, square.....                     | 90,807         | 13,725 78            | 12,109               | 292 30               |                |                     |
| Free.....                               | 200            |                      | 360                  |                      |                |                     |
| Traverses.....                          |                |                      | 10,354               | 26 95                |                |                     |
| Total.....                              | 169,360        | 24,978 78            | 124,130              | 2,901 31             | 90,029         | 5,224 28            |
| <i>Farm Stock.</i>                      |                |                      |                      |                      |                |                     |
|   |                |                      |                      |                      |                |                     |
| Cattle.....                             | 1              | 0 02                 | 562                  | 42 66                | 80             | 2 58                |
| Hogs.....                               |                |                      | 51                   | 6 70                 |                |                     |
| Horses.....                             | 48             | 2 38                 | 416                  | 30 59                | 23             | 0 83                |
| Free.....                               |                |                      | 3                    |                      |                |                     |
| Sheep.....                              |                |                      | 165                  | 13 20                | 156            | 5 20                |
| Total.....                              | 49             | 2 40                 | 1,197                | 93 15                | 259            | 8 61                |
| <i>Produce of Animals.</i>              |                |                      |                      |                      |                |                     |
|   |                |                      |                      |                      |                |                     |
| Bones.....                              | 1              | 0 02                 | 254                  | 34 01                |                |                     |
| Horns and hoofs, hides and skins, raw.. | 55             | 8 25                 | 14                   | 1 23                 |                |                     |
| Lard and lard oil.....                  | 37             | 7 30                 | 244                  | 23 23                |                |                     |
| Free.....                               | 72             |                      |                      |                      |                |                     |
| Meats other than Pork.....              | 15             | 3 00                 | 41                   | 2 09                 |                |                     |
| Pork.....                               | 328            | 65 60                | 650                  | 63 28                |                |                     |
| Free.....                               | 33             |                      | 221                  |                      |                |                     |
| Tallow.....                             | 122            | 21 00                | 108                  | 14 58                |                |                     |
| Free.....                               |                |                      | 54                   |                      |                |                     |

## A—Continued.

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

| Murray Canal. |         | Ottawa Canals. |           | Rideau Canal. |          | St. Peter's Canal. |          | Trent Valley Canals. |         |
|---------------|---------|----------------|-----------|---------------|----------|--------------------|----------|----------------------|---------|
| Tons.         | Tolls.  | Tons.          | Tolls.    | Tons.         | Tolls.   | Tons.              | Tolls.   | Tons.                | Tolls.  |
|               | \$ cts. |                | \$ cts.   |               | \$ cts.  |                    | \$ cts.  |                      | \$ cts. |
| 101,504       | 245 98  | 400,239        | 4,262 48  | 140,678       | 1,676 89 | 70,985             | 1,419 70 | 51,800               | 346 10  |
| No.<br>12,589 | 133 97  | No.<br>13,298  | 172 51    | No.<br>3,921  | 111 34   | No.                |          | No.<br>8,318         | 81 08   |
| Tons.         |         | Tons.          |           | Tons.         |          | Tons.              |          | Tons.                |         |
|               |         | 15             | 1 47      |               |          |                    |          | 34                   | 1 31    |
|               |         | 9,190          | 84 16     | 2,478         | 43 93    |                    |          | 260                  | 3 13    |
|               |         | 11,126         |           |               |          |                    |          |                      |         |
| 939           | 7 84    | 47,047         | 1,924 63  | 12,224        | 207 88   |                    |          | 17,853               | 180 13  |
|               |         | 10,150         |           | 25,125        |          |                    |          |                      |         |
|               |         | 32             | 2 87      |               |          |                    |          |                      |         |
| 621           | 6 95    | 531,076        | 40,131 94 | 38,651        | 2,156 93 | 2,567              | 25 67    | 347                  | 5 93    |
|               |         | 1,273          |           |               |          |                    |          |                      |         |
| 28            | 0 18    | 321            | 10 71     | 94            | 10 00    |                    |          | 468                  | 8 51    |
|               |         | 10             |           |               |          |                    |          |                      |         |
| 153           | 1 53    | 1,590          | 337 63    | 6,610         | 752 29   |                    |          | 363                  | 13 84   |
|               |         | 3,525          |           |               |          |                    |          |                      |         |
|               |         |                |           | 366           | 8 61     |                    |          | 2,126                | 18 41   |
|               |         | 13,872         |           |               |          |                    |          |                      |         |
| 8             | 0 15    |                |           |               |          |                    |          |                      |         |
| 25            | 1 93    | 418            | 299 41    | 215           | 93 18    |                    |          | 215                  | 18 70   |
|               |         | 6              |           |               |          |                    |          |                      |         |
| 7             | 0 33    | 1              | 1 76      | 31            | 4 74     |                    |          | 5                    | 0 38    |
|               |         | 10             |           |               |          |                    |          |                      |         |
| 6,540         | 81 75   | 1,660          | 31 48     | 560           | 29 51    |                    |          | 1,950                | 21 25   |
|               |         | 2,460          |           |               |          |                    |          |                      |         |
|               |         | 200            | 1 08      | 1,205         | 28 22    |                    |          | 400                  | 2 00    |
| 8,321         | 100 66  | 633,982        | 42,827 14 | 87,559        | 3,335 29 | 2,567              | 25 67    | 24,021               | 273 58  |
|               |         |                |           |               |          |                    |          |                      |         |
|               |         | 649            | 42 02     | 11            | 0 33     |                    |          |                      |         |
|               |         | 12             | 0 72      | 1             | 0 03     |                    |          |                      |         |
| 42            | 0 86    | 182            | 10 97     | 17            | 0 50     |                    |          |                      |         |
|               |         |                |           |               |          |                    |          |                      |         |
|               |         | 325            | 23 27     | 7             | 0 20     |                    |          |                      |         |
| 42            | 0 86    | 1,168          | 76 98     | 36            | 1 06     |                    |          |                      |         |
|               |         |                |           |               |          |                    |          |                      |         |
|               |         | 23             | 2 04      | 33            | 1 27     |                    |          |                      |         |
| 2             | 0 04    | 27             | 2 55      | 3             | 0 09     |                    |          |                      |         |
| 6             | 0 12    | 9              | 0 53      | 25            | 0 82     |                    |          |                      |         |
|               |         |                |           |               |          |                    |          |                      |         |
|               |         | 12             | 1 02      | 20            | 0 55     |                    |          |                      |         |
| 4             | 0 08    | 36             | 1 00      | 172           | 4 72     |                    |          |                      |         |
|               |         |                |           |               |          |                    |          |                      |         |
|               |         | 1              | 0 10      | 2             | 0 06     |                    |          |                      |         |



## No. (A) 20.—SUMMARY STATEMENT of Traffic on the undermentioned Canals

| Articles.  | Welland Canal. |            | St. Lawrence Canals. |          | Chambly Canal. |         |
|--|----------------|------------|----------------------|----------|----------------|---------|
|  | Tons.          | Tolls.     | Tons.                | Tolls.   | Tons.          | Tolls.  |
|  |                | \$ cts.    |                      | \$ cts.  |                | \$ cts. |
| Wool .....   |                |            | 26                   | 3 90     |                |         |
| Free .....   | 18             |            |                      |          |                |         |
| Agricultural products not enumerated,<br>animal .....    | 14             | 2 80       | 608                  | 55 33    |                |         |
| Free .....   |                |            | 14                   |          |                |         |
| Total .....  | 690            | 107 97     | 2,234                | 198 55   |                |         |
| <i>Agricultural Products.</i>                            |                |            |                      |          |                |         |
| Agricultural products not enumerated,<br>vegetable ..... | 220            | 12 93      | 2,330                | 179 07   |                |         |
| Free .....   |                |            | 1                    |          |                |         |
| Apples .....   | 150            | 7 79       | 2,583                | 368 85   | 420            | 37 74   |
| Barley .....   | 10,830         | 1,950 45   | 1,569                | 33 28    | 496            | 28 21   |
| Cotton, raw .....  |                |            |                      |          |                |         |
| Corn .....   | 327,394        | 65,478 60  | 16,815               | 366 72   | 7              | 0 24    |
| Free .....   |                |            | 144,905              |          |                |         |
| Flax and hemp .....                                      |                |            | 168                  | 6 65     |                |         |
| Flour .....  | 14,461         | 2,042 79   | 3,800                | 487 39   | 207            | 6 90    |
| Free .....   | 48             |            | 3,065                |          |                |         |
| Hay, pressed .....                                       |                |            | 897                  | 46 66    | 1,811          | 77 75   |
| Meals, all kinds .....                                   | 20,708         | 4,141 35   | 1,389                | 97 06    | 48             | 1 60    |
| Free .....   |                |            | 222                  |          |                |         |
| Manilla .....  | 162            | 24 30      | 24                   | 4 70     |                |         |
| Oats .....   | 27,728         | 5,533 80   | 4,028                | 120 66   | 632            | 21 11   |
| Free .....   |                |            | 479                  |          |                |         |
| Pease .....  | 14             | 2 80       | 27,161               | 545 37   | 89             | 2 99    |
| Potatoes .....   | 4              | 0 26       | 93                   | 8 17     | 5              | 0 30    |
| Rye .....  | 1,549          | 288 40     | 3,256                | 65 30    |                |         |
| Free .....   |                |            | 1,120                |          |                |         |
| Seeds—Flax, clover and grass .....                       | 155            | 30 10      | 2,084                | 100 69   |                |         |
| Free .....   | 100            |            | 2                    |          |                |         |
| Tobacco, raw .....                                       | 5              | 0 75       | 25                   | 2 29     | 4              | 0 27    |
| Free .....   | 1              |            |                      |          |                |         |
| Wheat .....  | 118,002        | 22,895 94  | 25,905               | 518 77   | 45             | 1 50    |
| Free .....   |                |            | 75,515               |          |                |         |
| Total .....  | 521,531        | 102,410 26 | 317,436              | 2,951 63 | 3,764          | 178 61  |
| <i>Manufactures.</i>                                     |                |            |                      |          |                |         |
| Ashes, pot and pearl .....                               | 71             | 14 15      | 78                   | 14 60    |                |         |
| Free .....   | 10             |            | 70                   |          |                |         |
| Agricultural Implements .....                            |                |            | 113                  | 16 32    | 2              | 0 20    |
| Barrels, empty .....                                     | 183            | 18 42      | 354                  | 36 10    |                |         |
| Bricks .....   | 335            | 35 43      | 11,651               | 499 64   | 185            | 16 84   |
| Free .....   | 252            |            |                      |          |                |         |
| Cement and water lime .....                              | 87             | 11 82      | 2,802                | 373 81   | 105            | 10 50   |
| Free .....   | 62             |            | 932                  |          |                |         |
| Crockery and earthenware .....                           | 1              | 0 15       | 253                  | 43 89    | 10             | 1 00    |
| Free .....   | 11             |            |                      |          |                |         |
| Furniture .....  | 35             | 6 10       | 658                  | 116 41   |                |         |
| Free .....   |                |            | 1                    |          |                |         |
| Glass, all kinds .....                                   | 26             | 3 95       | 631                  | 121 23   |                |         |
| Free .....   | 23             |            | 1                    |          |                |         |
| Iron, railway .....                                      |                |            | 20,378               | 3,027 37 |                |         |
| Free .....   | 20,003         |            |                      |          |                |         |
| Iron, pig .....  | 36             | 4 62       | 3,249                | 470 46   |                |         |
| Free .....   | 20             |            |                      |          |                |         |
| Iron, all other .....                                    | 717            | 105 49     | 14,334               | 845 73   |                |         |
| Free .....   | 594            |            | 2                    |          |                |         |
| Molasses .....   | 117            | 17 55      | 1,239                | 153 12   | 645            | 64 50   |

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

| Murray Canal. |         | Ottawa Canals. |         | Rideau Canal. |         | St. Peter's Canal |         | Trent Valley Canals. |         |
|---------------|---------|----------------|---------|---------------|---------|-------------------|---------|----------------------|---------|
| Tons.         | Tolls.  | Tons.          | Tolls.  | Tons.         | Tolls.  | Tons.             | Tolls.  | Tons.                | Tolls.  |
|               | \$ cts. |                | \$ cts. |               | \$ cts. |                   | \$ cts. |                      | \$ cts. |
| 6             | 0 12    |                |         | 4             | 0 14    |                   |         |                      |         |
| 4             | 0 08    | 1,286          | 105 12  | 479           | 13 96   |                   |         |                      |         |
| 22            | 0 44    | 1,394          | 112 36  | 738           | 21 61   |                   |         |                      |         |
| 16            | 0 32    | 74             | 4 72    | 57            | 1 84    | 8,003             | 80 03   |                      |         |
| 977           | 17 82   | 93             | 5 20    | 106           | 2 50    |                   |         |                      |         |
| 1,070         | 20 08   | 119            | 10 22   | 101           | 2 37    |                   |         |                      |         |
| 1             | 0 02    |                |         | 35            | 1 08    |                   |         |                      |         |
| 60            | 1 15    | 19             | 1 04    | 487           | 13 22   | 1,629             | 16 29   | 43                   | 0 43    |
| 1             | 0 02    | 413            | 38 01   | 502           | 11 89   |                   |         |                      |         |
| 3             | 0 08    | 17             | 1 30    | 48            | 1 38    |                   |         |                      |         |
|               |         | 1,378          | 102 57  | 91            | 2 81    |                   |         |                      |         |
| 114           | 2 15    | 1,363          | 99 49   | 76            | 1 83    |                   |         |                      |         |
| 454           | 8 47    | 666            | 51 62   | 112           | 3 15    |                   |         |                      |         |
| 1             | 0 02    | 20             | 1 48    | 107           | 2 64    |                   |         |                      |         |
| 3             | 0 06    | 19             | 1 86    | 14            | 0 38    |                   |         |                      |         |
| 384           | 0 97    | 44             | 4 32    | 1             | 0 07    |                   |         |                      |         |
|               |         |                |         | 191           | 4 69    |                   |         |                      |         |
| 3,084         | 51 16   | 4,225          | 321 83  | 1,928         | 49 85   | 9,632             | 96 32   | 43                   | 0 43    |
| 5             | 0 15    | 11             | 2 09    | 21            | 3 03    |                   |         |                      |         |
| 6             | 0 25    | 18             | 2 74    | 189           | 20 18   |                   |         |                      |         |
|               |         | 91             | 11 50   | 85            | 6 21    |                   |         |                      |         |
|               |         | 120            | 6 90    | 41            | 1 51    |                   |         | 27                   | 0 76    |
| 6             | 0 12    | 62             | 6 06    | 102           | 3 01    |                   |         |                      |         |
| 9             | 0 24    | 10             | 1 48    | 51            | 4 93    |                   |         |                      |         |
| 37            | 1 08    | 28             | 3 64    | 66            | 6 56    |                   |         |                      |         |
| 18            | 0 46    | 7              | 0 77    | 48            | 4 43    |                   |         |                      |         |
| 280           | 5 25    |                |         |               |         |                   |         |                      |         |
| 84            | 1 58    |                |         | 92            | 2 29    |                   |         |                      |         |
| 253           | 4 78    | 35             | 2 41    | 340           | 10 24   |                   |         |                      |         |
|               |         | 25             | 2 52    | 129           | 11 42   |                   |         |                      |         |

## No. (A) 20.—SUMMARY STATEMENT of Traffic on the undermentioned Canals

| Articles.   | Welland Canal. |            | St. Lawrence Canals. |           | Chambly Canal. |           |
|---|----------------|------------|----------------------|-----------|----------------|-----------|
|   | Tons.          | Tolls.     | Tons.                | Tolls.    | Tons.          | Tolls.    |
|   |                | \$ cts.    |                      | \$ cts.   |                | \$ cts.   |
| Nails.....  | 60             | 1 95       | 4,059                | 648 92    |                |           |
| do ..... Free.  | 453            |            |                      |           |                |           |
| Oil.....  | 89             | 3 95       | 1,692                | 235 50    | 168            | 15 37     |
| do ..... Free.  | 11             |            | 6                    |           |                |           |
| Oil cake.....   | 2              | 0 40       | 8                    | 0 75      |                |           |
| do ..... Free.  |                |            | 2                    |           |                |           |
| Paint.....  | 37             | 5 70       | 493                  | 73 96     | 16             | 1 60      |
| do ..... Free.  | 24             |            |                      |           |                |           |
| Pitch and tar.....  | 863            | 123 83     | 372                  | 26 68     | 257            | 25 70     |
| do ..... Free.  | 13             |            |                      |           |                |           |
| Resin.....  |                |            | 2,284                | 114 99    | 2,226          | 220 34    |
| do ..... Free.  | 1              |            |                      |           |                |           |
| Soda ash.....   | 993            | 148 95     | 1,599                | 299 97    |                |           |
| do ..... Free.  | 554            |            |                      |           |                |           |
| Spirits, whiskey, &c....  | 268            | 52 90      | 1,075                | 198 71    | 1              | 0 04      |
| do ..... Free.  | 3.0            |            | 26                   |           |                |           |
| Steel.....  |                |            | 169                  | 22 59     |                |           |
| do ..... Free.  | 1              |            |                      |           |                |           |
| Sugar.....  | 926            | 120 58     | 5,999                | 931 17    | 1,203          | 120 30    |
| do ..... Free.  | 551            |            |                      |           |                |           |
| Tin.....  | 1              | 0 02       | 563                  | 98 71     |                |           |
| do ..... Free.  | 40             |            |                      |           |                |           |
| Turpentine.....   |                |            | 129                  | 7 78      | 103            | 10 30     |
| do ..... Free.  | 2              |            |                      |           |                |           |
| White lead.....   | 1              | 0 20       | 149                  | 28 69     |                |           |
| do ..... Free.  | 19             |            |                      |           |                |           |
| Whiting.....  | 1              | 0 15       | 701                  | 139 69    |                |           |
| do ..... Free.  | 34             |            |                      |           |                |           |
| Woodenware.....   | 28             | 11 20      | 132                  | 41 00     |                |           |
| do ..... Free.  |                |            | 1                    |           |                |           |
| Total.....  | 27,895         | 687 51     | 76,185               | 8,587 79  | 4,921          | 486 69    |
| <i>Merchandise.</i>   |                |            |                      |           |                |           |
| Brimstone, crude.....   | 736            | 110 40     | 288                  | 22 83     | 188            | 33 62     |
| Clay, lime and sand.....  | 472            | 45 19      | 28,451               | 1,208 33  | 4,997          | 518 14    |
| do ..... Free.  | 8              |            | 582                  |           |                |           |
| Coal.....   | 202,384        | 38,222 60  | 157,183              | 21,830 57 | 81,932         | 8,035 69  |
| do ..... Free.  |                |            | 94,143               |           | 544            |           |
| Dye woods and dye stuffs.....                                     |                |            | 241                  | 15 85     | 95             | 9 50      |
| Fish.....   | 223            | 35 65      | 408                  | 41 80     |                |           |
| do ..... Free.  | 26             |            | 49                   |           |                |           |
| Gypsum.....   | 205            | 2 56       | 809                  | 16 19     |                |           |
| Ores, all kinds.....  | 8,138          | 406 90     | 3,542                | 177 10    | 129            | 12 90     |
| do ..... Free.  |                |            | 820                  |           |                |           |
| Marble.....   | 4,437          | 665 55     | 35                   | 6 86      |                |           |
| Rags.....   |                |            | 124                  | 23 45     |                |           |
| Salt.....   | 1,027          | 187 53     | 11,715               | 1,555 16  | 703            | 66 58     |
| do ..... Free.  | 7,440          |            |                      |           |                |           |
| Stone, all kinds.....   | 12,157         | 1,815 92   | 16,882               | 824 27    | 2,594          | 255 26    |
| do ..... Free.  | 12             |            | 2,826                |           |                |           |
| All other goods and merchandise, not enumerated.....              | 57,595         | 6,094 16   | 14,430               | 2,263 62  | 12,252         | 874 02    |
| do do ..... Free.   | 1,180          |            | 143                  |           |                |           |
| Total.....  | 296,040        | 47,586 46  | 332,671              | 27,986 03 | 103,434        | 9,805 71  |
| Grand totals, passengers and tonnage of vessels not included..... | 1,016,165      | 194,089 53 | 853,853              | 60,720 30 | 202,407        | 18,171 00 |

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

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

| Murray Canal. |         | Ottawa Canals. |           | Rideau Canal. |          | St. Peter's Canal. |          | Trent Valley Canals. |         |
|---------------|---------|----------------|-----------|---------------|----------|--------------------|----------|----------------------|---------|
| Tons.         | Tolls.  | Tons.          | Tolls.    | Tons.         | Tolls.   | Tons.              | Tolls.   | Tons.                | Tolls.  |
|               | \$ cts. |                | \$ cts.   |               | \$ cts.  |                    | \$ cts.  |                      | \$ cts. |
| 304           | 7 63    | 31             | 2 92      | 295           | 26 62    |                    |          |                      |         |
| 182           | 4 56    | 34             | 2 50      | 219           | 19 92    |                    |          |                      |         |
|               |         |                |           | 5             | 0 13     |                    |          |                      |         |
| 26            | 0 67    | 2              | 0 24      | 22            | 2 24     |                    |          |                      |         |
|               |         |                |           | 26            | 2 28     |                    |          |                      |         |
|               |         |                |           | 1             | 0 09     |                    |          |                      |         |
| 50            | 1 26    | 1              | 0 19      | 25            | 2 31     |                    |          |                      |         |
| 58            | 1 50    | 22             | 1 43      | 156           | 17 26    |                    |          |                      |         |
|               |         | 1              | 0 05      | 28            | 1 49     |                    |          |                      |         |
| 122           | 3 07    | 53             | 4 39      | 321           | 31 66    |                    |          |                      |         |
| 8             | 0 22    | 12             | 0 79      | 19            | 1 79     |                    |          |                      |         |
|               |         | 1              | 0 05      | 1             | 0 09     |                    |          |                      |         |
| 32            | 0 81    |                |           | 19            | 1 80     |                    |          |                      |         |
| 77            | 1 93    | 3              | 0 15      | 28            | 2 67     |                    |          |                      |         |
| 1             | 0 05    | 55             | 45 49     | 5             | 0 80     |                    |          |                      |         |
|               |         | 240            |           |               |          |                    |          |                      |         |
| 1,558         | 35 61   | 862            | 98 31     | 2,334         | 184 96   |                    |          | 27                   | 0 76    |
|               |         |                |           |               |          |                    |          |                      |         |
| 27            | 0 50    | 7,652          | 203 99    | 421           | 9 96     |                    |          |                      |         |
|               |         | 40             | 2 00      | 10,916        | 463 98   | 18,353             | 183 53   |                      |         |
|               |         |                |           | 4,373         | 1        |                    |          |                      |         |
| 22            | 0 43    | 4              | 0 40      | 113           | 2 76     | 814                | 8 14     |                      |         |
|               |         | 1,505          | 75 25     | 3,057         | 152 50   |                    |          |                      |         |
| 4             | 0 10    |                |           |               |          |                    |          |                      |         |
| 6             | 0 15    | 3              | 0 57      | 7             | 0 81     |                    |          |                      |         |
| 257           | 4 82    | 5              | 0 21      | 1,068         | 31 14    |                    |          |                      |         |
| 362           | 5 21    | 3              | 0 57      | 96            | 4 49     |                    |          | 420                  | 1 96    |
|               |         |                |           |               |          |                    |          |                      |         |
| 5,078         | 127 14  | 512            | 71 76     | 927           | 98 48    | 865                | 8 65     | 168                  | 5 02    |
|               |         |                |           |               |          |                    |          |                      |         |
| 5,756         | 138 35  | 9,724          | 354 75    | 20,979        | 764 21   | 20,032             | 200 32   | 588                  | 6 98    |
|               |         |                |           |               |          |                    |          |                      |         |
| 18,783        | 707 03  | 651,355        | 48,226 36 | 113,574       | 6,145 21 | 32,231             | 1,742 01 | 24,679               | 708 94  |

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

## APPENDIX A.—Continued.

No. (A) 21.—STATEMENT showing the Amount of Tolls accrued each month during the Season of Navigation, ended 31st December, 1890.

| Canals and Offices.             | January.  | April.    | May.      | June.     | July.     | August.   | September. | October.  | November. | December. | Total.     |
|---------------------------------|-----------|-----------|-----------|-----------|-----------|-----------|------------|-----------|-----------|-----------|------------|
|                                 | \$ cts.   | \$ cts.   | \$ cts.   | \$ cts.   | \$ cts.   | \$ cts.   | \$ cts.    | \$ cts.   | \$ cts.   | \$ cts.   | \$ cts.    |
| <b>WELLAND CANAL.</b>           |           |           |           |           |           |           |            |           |           |           |            |
| Chippawa .....                  | 2 81      | 4 97      | 2 54      | 2 18      | 2 27      | 6 52      | 17,401 34  | 14,846 52 | 4 69      | 4 80      | 32 00      |
| Colborne .....                  | 11,289 10 | 22,120 25 | 18,985 56 | 21,786 81 | 18,179 23 | 10,152 59 | 6,970 93   | 5,167 45  | 14,275 63 | 3 23      | 138,869 24 |
| Dalhousie .....                 | 5,828 84  | 5,535 97  | 5,535 97  | 7,203 38  | 7,035 75  | 29 43     | 29 51      | 25 08     | 5,167 45  | 3 23      | 53,504 71  |
| Dunnville .....                 | 31 39     | 15 58     | 84 93     | 107 73    | 107 73    | 0 50      | 0 50       | 0 50      | 25 08     | ...       | 324 15     |
| Maitland .....                  | 8 43      | 23 17     | 0 50      | 4 00      | 2 36      | 1 00      | 84 89      | 157 90    | 1 50      | 7 09      | 41 46      |
| Robinson .....                  | 76 52     | 89 19     | 60 32     | 34 60     | 57 61     | 137 35    | 59 78      | 44 44     | 157 90    | ...       | 705 47     |
| St. Catharines .....            | 77 59     | 96 02     | 84 23     | 81 12     | 75 65     | 93 67     | 59 78      | 44 44     | 44 44     | ...       | 612 50     |
| Total Welland Canal .....       | 17,294 68 | 27,935 15 | 24,764 65 | 29,219 82 | 25,402 30 | 27,792 97 | 21,998 15  | 19,676 69 | 15 12     | ...       | 194,089 53 |
| <b>ST. LAWRENCE CANALS.</b>     |           |           |           |           |           |           |            |           |           |           |            |
| Beauharnois .....               | 5 90      | 40 21     | 42 08     | 113 75    | 91 52     | 50 29     | 188 18     | 182 92    | 182 92    | ...       | 714 85     |
| Cardinal .....                  | 5 90      | 72 87     | 79 68     | 219 02    | 60 97     | 77 74     | 73 48      | 68 34     | 68 34     | 14 38     | 672 38     |
| Cornwall .....                  | 154 48    | 1,841 04  | 2,363 08  | 2,119 07  | 2,820 81  | 2,414 01  | 2,046 34   | 1,888 67  | 1,888 67  | 19 07     | 15,666 50  |
| Kingston .....                  | 139 15    | 926 59    | 1,626 59  | 1,542 48  | 2,934 97  | 2,562 75  | 2,479 32   | 1,957 44  | 1,957 44  | ...       | 13,169 19  |
| Lachine .....                   | 37 03     | 237 55    | 270 78    | 354 29    | 686 57    | 590 63    | 483 34     | 187 65    | 187 65    | ...       | 2,847 84   |
| Montreal .....                  | 216 06    | 3,721 21  | 4,051 05  | 5,564 36  | 4,523 03  | 4,211 72  | 3,118 48   | 2,243 63  | 2,243 63  | ...       | 27,649 54  |
| Total St. Lawrence Canals ..... | 558 52    | 6,839 47  | 8,433 16  | 9,912 97  | 11,117 87 | 9,907 14  | 8,389 14   | 5,528 65  | 5,528 65  | 33 38     | 60,720 30  |
| <b>CHAMBLY CANAL.</b>           |           |           |           |           |           |           |            |           |           |           |            |
| Chamblly .....                  | ...       | 531 23    | 699 97    | 773 98    | 966 37    | 1,050 02  | 1,271 73   | 614 65    | 614 65    | ...       | 5,907 95   |
| St. John's .....                | ...       | 590 60    | 2,421 40  | 1,577 74  | 1,903 77  | 2,410 40  | 2,067 37   | 938 74    | 938 74    | ...       | 11,770 02  |
| St. Ours .....                  | ...       | 58 47     | 57 92     | 70 76     | 67 50     | 72 48     | 84 69      | 73 76     | 73 76     | ...       | 493 03     |
| Total Chamblly Canal .....      | ...       | 1,140 30  | 3,179 29  | 2,422 48  | 2,837 64  | 3,532 90  | 3,423 79   | 1,627 15  | 1,627 15  | ...       | 18,171 00  |

|                                |        |           |           |           |           |           |           |           |            |
|--------------------------------|--------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------|
| OTTAWA CANALS.                 |        |           |           |           |           |           |           |           |            |
| Ottawa.....                    | 1 24   | 5,640 52  | 4,483 84  | 5,669 62  | 4,175 29  | 3,201 51  | 3,104 69  | 2,098 17  | 28,374 88  |
| Carillon.....                  | 8 23   | 13 82     | 33 19     | 20 90     | 38 48     | 11 46     | 36 11     | 32 22     | 194 41     |
| Grenville.....                 | 534 51 | 2,845 04  | 2,716 59  | 3,083 34  | 2,729 78  | 2,097 81  | 2,694 12  | 1,830 90  | 18,442 09  |
| St. Anne's.....                | 18 02  | 158 88    | 168 69    | 165 28    | 183 40    | 176 63    | 237 38    | 101 70    | 1,214 98   |
| Total Ottawa Canals.....       | 562 00 | 8,658 26  | 7,402 31  | 8,939 14  | 7,131 95  | 5,397 41  | 6,072 30  | 4,062 99  | 48,226 36  |
| RIDEAU CANAL.                  |        |           |           |           |           |           |           |           |            |
| Kingston Mills.....            |        | 223 26    | 206 93    | 207 44    | 234 53    | 231 54    | 241 83    | 68 51     | 1,414 04   |
| Ottawa.....                    |        | 537 84    | 766 31    | 902 56    | 608 96    | 582 23    | 596 93    | 294 08    | 4,289 51   |
| Smith's Falls.....             |        | 31 18     | 66 06     | 101 95    | 88 35     | 71 43     | 29 42     | 53 27     | 441 66     |
| Total Rideau Canal.....        |        | 792 28    | 1,039 30  | 1,211 95  | 931 84    | 885 20    | 868 18    | 416 46    | 6,145 21   |
| ST. PETER'S CANAL.             |        |           |           |           |           |           |           |           |            |
| St. Peter's.....               | 3 79   | 275 37    | 170 40    | 203 26    | 203 18    | 262 93    | 301 75    | 217 51    | 1,742 01   |
| TRENT VALLEY CANALS.           |        |           |           |           |           |           |           |           |            |
| Burlington.....                |        | 26 53     | 18 00     | 12 00     | 16 75     | 8 00      |           |           | 54 75      |
| Bobcaygeon.....                |        |           | 50 73     | 66 82     | 63 34     | 78 76     | 66 79     | 11 12     | 364 09     |
| Buckhorn.....                  |        | 0 75      | 2 39      | 8 50      | 13 50     | 10 35     | 7 35      | 10 00     | 32 00      |
| Fenlon Falls.....              | 0 25   | 4 46      | 1 50      | 4 50      | 8 60      | 1 50      | 11 75     | 5 41      | 35 60      |
| Hastings.....                  |        | 19 32     | 37 72     | 32 64     | 26 51     | 24 84     | 27 73     | 1 00      | 28 91      |
| Peterborough.....              | 10 36  |           |           |           |           |           |           | 14 47     | 193 59     |
| Total Trent Valley Canals..... | 10 61  | 51 06     | 110 34    | 124 96    | 132 90    | 123 45    | 113 62    | 42 00     | 708 94     |
| MURRAY CANAL.                  |        |           |           |           |           |           |           |           |            |
| Brighton.....                  |        | 106 64    | 131 57    | 107 93    | 152 86    | 84 52     | 77 17     | 46 34     | 707 03     |
| Grand Total.....               | 3 79   | 18,493 43 | 45,798 53 | 52,142 51 | 47,910 54 | 47,986 52 | 41,244 10 | 31,617 79 | 330,510 38 |

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

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, 27th February, 1892.

APPENDIX A—Continued.

No. (A) 22.—GENERAL STATEMENT showing the Number, Tonnage and Nationality of Vessels passed through all the Canals during the Season of Navigation ended the 31st December, 1890, and the amount of Tolls collected thereon.

| Vessels.                        | Total Number. | From Canadian to Canadian Ports. |         | From Canadian to United States Ports. |       | From United States to United States Ports. |         | From United States to Canadian Ports. |         | Tons.   |         | Total Tons. | Amount of Tolls. |          |
|---------------------------------|---------------|----------------------------------|---------|---------------------------------------|-------|--|---------|---------------------------------------|---------|---------|---------|-------------|------------------|----------|
|                                 |               | Up.                              | Down.   | Up.                                   | Down. | Up.  | Down.   | Up.                                   | Down.   |         |         |             |                  |          |
|                                 |               |                                  |         |                                       |       |  |         |                                       |         |         |         |             |                  |          |
| WELLAND CANAL.                  |               |                                  |         |                                       |       |  |         |                                       |         |         |         |             |                  |          |
| Canadian vessels, steam         | 1,139         | 84,941                           | 75,480  |                                       | 2,356 |  | 929     | ...                                   | 5,277   | 93,156  | 169,711 | 170,992     | 340,703          | 4,041 47 |
| do sail                         | 996           | 49,851                           | 35,581  |                                       | 3,666 |  | ...     | 269                                   | 7,553   | 98,162  | 137,440 | 137,678     | 275,118          | 5,530 18 |
| Total Canadian                  | 2,135         | 134,792                          | 111,061 | 158,600                               | 6,022 | 929  | 269     |                                       | 12,830  | 191,318 | 307,151 | 308,676     | 615,821          | 9,571 65 |
| United States vessels, steam    | 436           | ...                              | 18      | 3,096                                 | 1,184 | 191,099                                    | 184,658 | 2,521                                 | 18,830  | 196,716 | 204,690 | 401,406     | 6,024 17         |          |
| do sail                         | 312           | 241                              | ...     | 2,322                                 | 664   | 49,610                                     | 42,250  | 1,824                                 | 8,331   | 53,997  | 51,245  | 106,242     | 2,358 68         |          |
| Total United States             | 748           | 241                              | 18      | 5,418                                 | 1,848 | 240,709                                    | 226,908 | 4,345                                 | 27,161  | 250,713 | 255,935 | 506,648     | 8,382 85         |          |
| Grand total, Welland Canal      | 2,883         | 135,033                          | 111,079 | 164,018                               | 7,870 | 241,638                                    | 227,177 | 17,175                                | 218,479 | 557,864 | 564,605 | 1,122,469   | 17,954 50        |          |
| ST. LAWRENCE CANALS.            |               |                                  |         |                                       |       |  |         |                                       |         |         |         |             |                  |          |
| Canadian vessels, steam         | 3,849         | 380,486                          | 329,688 | 15,694                                | 56    | ...  | 67      | 581                                   | 5,395   | 396,761 | 335,206 | 731,967     | 4,184 96         |          |
| do sail                         | 5,473         | 520,851                          | 316,317 | 29,375                                | 779   | ...  | 15      | 119                                   | 59,145  | 550,345 | 376,256 | 926,601     | 10,118 61        |          |
| Total Canadian                  | 9,322         | 901,337                          | 646,005 | 45,069                                | 835   | ...  | 82      | 700                                   | 64,540  | 947,106 | 711,462 | 1,658,568   | 14,303 57        |          |
| United States vessels, steam    | 483           | 645                              | 549     | 1,416                                 | 123   | 6,650                                      | 6,921   | 90                                    | 3,623   | 8,801   | 11,216  | 20,017      | 140 35           |          |
| do sail                         | 693           | 753                              | 10,974  | 4,010                                 | 6,549 | 1,059                                      | 899     | 34,981                                | 3,637   | 40,803  | 22,059  | 62,862      | 453 25           |          |
| Total United States             | 1,176         | 1,398                            | 11,523  | 5,426                                 | 6,672 | 7,709                                      | 7,820   | 35,071                                | 7,260   | 49,604  | 33,275  | 82,879      | 593 60           |          |
| Grand total, St Lawrence Canals | 10,498        | 902,735                          | 657,528 | 50,495                                | 7,507 | 7,709                                      | 7,902   | 35,771                                | 71,800  | 996,710 | 744,737 | 1,741,447   | 14,897 17        |          |

| CHAMBLEY CANAL.              |       |        |         |        |        |  |  |  |  |
|------------------------------|-------|--------|---------|--------|--------|--|--|--|--|
| Canadian vessels, steam      | 438   | 35,719 | 40,878  | 63     |        |  |  |  |  |
| do sail                      | 662   | 6,868  | 6,948   | 11,825 |        |  |  |  |  |
| Total Canadian               | 1,100 | 42,577 | 47,826  | 11,888 |        |  |  |  |  |
| United States vessels, steam | 27    | 39     | 99      | 2      |        |  |  |  |  |
| do sail                      | 981   | 2,044  | 1,918   | 26,228 | 4,197  |  |  |  |  |
| Total United States          | 1,008 | 2,083  | 2,017   | 26,230 | 4,197  |  |  |  |  |
| Grand total, Chambley Canal  | 2,108 | 44,660 | 49,843  | 38,118 | 4,197  |  |  |  |  |
| MURRAY CANAL.                |       |        |         |        |        |  |  |  |  |
| Canadian vessels, steam      | 715   | 42,259 | 31,739  | 7,051  |        |  |  |  |  |
| do sail                      | 135   | 1,998  | 4,533   | 4,489  | 2      |  |  |  |  |
| Total Canadian               | 850   | 44,257 | 36,272  | 11,550 | 2      |  |  |  |  |
| United States vessels, steam | 2     | 7      | 6       | 49     |        |  |  |  |  |
| do sail                      | 13    | 7      | 6       | 149    |        |  |  |  |  |
| Total United States          | 15    | 7      | 6       | 198    |        |  |  |  |  |
| Grand total, Murray Canal    | 865   | 44,264 | 36,278  | 11,748 | 2      |  |  |  |  |
| OTTAWA CANALS.               |       |        |         |        |        |  |  |  |  |
| Canadian vessels, steam      | 1,145 | 56,482 | 114,823 | 2,143  |        |  |  |  |  |
| do sail                      | 1,389 | 9,856  | 164,540 | 23,907 |        |  |  |  |  |
| Total Canadian               | 2,534 | 66,338 | 279,363 | 26,050 |        |  |  |  |  |
| United States vessels, steam | 4     | 187    | 44      |        |        |  |  |  |  |
| do sail                      | 291   | 4,118  |         | 183    | 23,680 |  |  |  |  |
| Total United States          | 295   | 4,305  | 44      | 183    | 23,680 |  |  |  |  |
| Grand total, Ottawa Canal    | 2,829 | 70,643 | 279,407 | 183    | 49,730 |  |  |  |  |
| RIDEAU CANAL.                |       |        |         |        |        |  |  |  |  |
| Canadian vessels, steam      | 1,151 | 30,362 | 31,659  | 129    |        |  |  |  |  |
| do sail                      | 965   | 31,871 | 38,621  | 2,242  |        |  |  |  |  |
| Total Canadian               | 2,116 | 62,233 | 70,280  | 2,371  |        |  |  |  |  |



No. (A) 22.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—*Concluded.*

| Vessels.                           | Total Number. | From Canadian to Canadian Ports. |        | From Canadian to United States Ports. |       | From United States to United States Ports. |       | From United States to Canadian Ports. |       | Tons.  |        | Total Tons. | Amount of Tolls. |
|------------------------------------|---------------|----------------------------------|--------|---------------------------------------|-------|--|-------|---------------------------------------|-------|--------|--------|-------------|------------------|
|                                    |               | Up.                              | Down.  | Up.                                   | Down. | Up.  | Down. | Up.                                   | Down. | Up.    | Down.  |             |                  |
| RIDEAU CANAL.—Continued.           |               |                                  |        |                                       |       |  |       |                                       |       |        |        |             |                  |
| United States vessels, steam.....  | 58            | 443                              | 520    | 94                                    | ..... | .....                                      | ..... | .....                                 | ..... | 537    | 520    | 1,067       | 17 51            |
| do sail.....                       | 64            | 1,913                            | 2,217  | 607                                   | ..... | .....                                      | ..... | .....                                 | ..... | 2,520  | 2,217  | 4,737       | 58 54            |
| Total United States.....           | 122           | 2,356                            | 2,737  | 701                                   | ..... | .....                                      | ..... | .....                                 | ..... | 3,057  | 2,737  | 5,794       | 76 05            |
| Grand total, Rideau Canal..        | 2,238         | 64,589                           | 73,017 | 3,072                                 | ..... | .....                                      | ..... | .....                                 | ..... | 67,661 | 73,017 | 140,678     | 1,676 89         |
| ST. PETER'S CANAL.                 |               |                                  |        |                                       |       |  |       |                                       |       |        |        |             |                  |
| Canadian vessels, steam.....       | 44            | 4,398                            | 6,056  | .....                                 | ..... | .....                                      | ..... | .....                                 | ..... | 4,398  | 6,056  | 10,454      | 209 08           |
| do sail.....                       | 1,250         | 31,208                           | 29,323 | .....                                 | ..... | .....                                      | ..... | .....                                 | ..... | 31,208 | 29,323 | 60,531      | 1,210 62         |
| Grand total, St. Peter's Canal.... | 1,294         | 35,606                           | 35,379 | .....                                 | ..... | .....                                      | ..... | .....                                 | ..... | 35,606 | 35,379 | 70,985      | 1,419 70         |
| TRENT VALLEY CANALS.               |               |                                  |        |                                       |       |  |       |                                       |       |        |        |             |                  |
| Canadian vessels, steam.....       | 739           | 12,738                           | 11,681 | .....                                 | ..... | .....                                      | ..... | .....                                 | ..... | 12,738 | 11,681 | 24,419      | 202 00           |
| do sail.....                       | 565           | 14,249                           | 13,132 | .....                                 | ..... | .....                                      | ..... | .....                                 | ..... | 14,249 | 13,132 | 27,381      | 144 10           |
| Total Canadian.....                | 1,304         | 26,987                           | 24,813 | .....                                 | ..... | .....                                      | ..... | .....                                 | ..... | 26,987 | 24,813 | 51,800      | 346 10           |
| Grand total, Trent Valley Canals.  | 1,304         | 26,987                           | 24,813 | .....                                 | ..... | .....                                      | ..... | .....                                 | ..... | 26,987 | 24,813 | 51,800      | 346 10           |

APPENDIX A—Continued.  
No. (A) 22.—GENERAL STATEMENT showing the Number, Tonnage and Nationality of Vessels, &c.—Concluded.  
RECAPITULATION.

| Vessels.                                      | Total Number. | From Canadian to Canadian Ports. |           | From Canadian to United States Ports. |        | From United States to United States Ports. |         | From United States to Canadian Ports. |         | Tons.     |           | Total Tons. | Amount of Tolls. |
|---|---------------|----------------------------------|-----------|---------------------------------------|--------|--|---------|---------------------------------------|---------|-----------|-----------|-------------|------------------|
|   |               | Up.                              | Down.     | Up.                                   | Down.  | Up.  | Down.   | Up.                                   | Down.   | Up.       | Down.     |             |                  |
| CANADIAN VESSELS.                             |               |                                  |           |                                       |        |  |         |                                       |         |           |           |             |                  |
| Steam and Sail.                               |               |                                  |           |                                       |        |  |         |                                       |         |           |           |             |                  |
| Welland .....                                 | 2,135         | 134,792                          | 111,061   | 158,600                               | 6,022  | 929  | 269     | 12,830                                | 191,318 | 307,151   | 308,670   | 615,821     | 9,571 65         |
| St. Lawrence .....                            | 9,322         | 901,337                          | 646,005   | 45,069                                | 835    | .....                                      | 82      | 700                                   | 64,540  | 947,106   | 711,462   | 1,658,568   | 14,303 57        |
| Chambly .....                                 | 1,100         | 42,577                           | 47,826    | 11,888                                | .....  | .....                                      | .....   | .....                                 | 32,297  | 54,465    | 80,033    | 134,498     | 1,164 80         |
| Murray .....                                  | 850           | 44,257                           | 36,272    | 11,550                                | 2      | .....                                      | .....   | 473                                   | 8,611   | 56,280    | 44,985    | 101,165     | 242 20           |
| Ottawa .....                                  | 2,534         | 66,338                           | 279,363   | 26,050                                | .....  | .....                                      | .....   | .....                                 | .....   | 66,338    | 305,413   | 371,751     | 3,596 12         |
| Rideau .....                                  | 2,116         | 62,233                           | 70,280    | 2,371                                 | .....  | .....                                      | .....   | .....                                 | .....   | 64,604    | 70,280    | 134,884     | 1,600 84         |
| St. Peter's .....                             | 1,234         | 35,606                           | 35,379    | .....                                 | .....  | .....                                      | .....   | .....                                 | .....   | 35,606    | 35,379    | 70,985      | 1,419 70         |
| Trent Valley Canals .....                     | 1,304         | 26,987                           | 24,813    | .....                                 | .....  | .....                                      | .....   | .....                                 | .....   | 26,987    | 24,813    | 51,800      | 346 10           |
| Total, Canadian .....                         | 20,655        | 1,314,127                        | 1,250,999 | 229,478                               | 32,909 | 929  | 351     | 14,003                                | 296,676 | 1,558,537 | 1,580,935 | 3,139,472   | 32,244 98        |
| UNITED STATES VESSELS.                        |               |                                  |           |                                       |        |  |         |                                       |         |           |           |             |                  |
| Steam and Sail Vessels.                       |               |                                  |           |                                       |        |  |         |                                       |         |           |           |             |                  |
| Welland .....                                 | 748           | 241                              | 18        | 5,418                                 | 1,848  | 240,709                                    | 226,908 | 4,345                                 | 27,161  | 250,713   | 255,935   | 506,648     | 8,382 85         |
| St. Lawrence .....                            | 1,176         | 1,398                            | 11,523    | 5,426                                 | 6,672  | 7,709                                      | 7,820   | 35,071                                | 7,260   | 49,604    | 33,275    | 82,879      | 593 60           |
| Chambly .....                                 | 1,068         | 2,083                            | 2,017     | 26,230                                | 4,197  | .....                                      | .....   | .....                                 | 62,722  | 28,313    | 68,336    | 97,249      | 1,241 99         |
| Murray .....                                  | 15            | 7                                | 6         | 198                                   | .....  | .....                                      | .....   | 5                                     | 123     | 210       | 129       | 339         | 3 78             |
| Ottawa .....                                  | 295           | 4,305                            | 44        | 183                                   | 23,680 | .....                                      | .....   | 276                                   | .....   | 4,764     | 23,724    | 28,488      | 666 36           |
| Rideau .....                                  | 122           | 2,356                            | 2,737     | 701                                   | .....  | .....                                      | .....   | .....                                 | .....   | 3,057     | 2,737     | 5,794       | 76 05            |
| Total, United States .....                    | 3,364         | 10,390                           | 16,345    | 38,156                                | 36,397 | 248,418                                    | 234,728 | 39,697                                | 97,266  | 336,661   | 384,736   | 721,397     | 10,964 63        |
| Grand Total, Canadian and United States ..... | 24,019        | 1,324,517                        | 1,267,344 | 267,634                               | 69,306 | 249,347                                    | 235,079 | 53,700                                | 393,942 | 1,895,198 | 1,965,671 | 3,860,869   | 43,209 61        |

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, 27th February, 1891.  
B. H. TEAKLES,  
Chief Clerk, Canals Revenue.

## SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 224.—COMPARATIVE STATEMENT of Grand Total Freight passed through the undermentioned Canals, during the Seasons of Navigation of 1889 and 1890, and the Amount of Tolls collected on the same, including Tolls on Vessels and Passengers.

|                     | From Canadian to Canadian Ports. |         | From Canadian to United States Ports. |         | From United States to United States Ports. |         | From United States to Canadian Ports. |         | Tons.   |         | Total Tons. | Amount of Tolls. |  |
|---------------------|----------------------------------|---------|---------------------------------------|---------|--|---------|---------------------------------------|---------|---------|---------|-------------|------------------|--|
|                     | Up.                              | Down.   | Up.                                   | Down.   | Up.  | Down.   | Up.                                   | Down.   | Up.     | Down.   |             |                  |  |
|                     |                                  |         |                                       |         |  |         |                                       |         |         |         |             |                  |  |
| 1889.               |                                  |         |                                       |         |  |         |                                       |         |         |         |             |                  |  |
| Welland Canal       | 27,592                           | 57,752  | 16,388                                | 20,381  | 266,231                                    | 297,353 | 16,502                                | 383,074 | 326,713 | 758,560 | 1,085,273   | \$ 215,685 88    |  |
| St. Lawrence Canals | 222,956                          | 521,704 | 10,389                                | 700     | 993  | 2,838   | 64,613                                | 95,679  | 298,951 | 620,921 | 919,872     | 57,964 97        |  |
| Chambly Canal       | 8,975                            | 3,582   | 83,164                                |         |  | 2       |                                       | 124,558 | 92,139  | 128,142 | 220,281     | 20,708 12        |  |
| Rideau Canal        | 76,665                           | 24,117  | 12,354                                |         |  |         |                                       |         | 89,009  | 24,117  | 113,126     | 6,981 13         |  |
| Ottawa Canal        | 443                              | 516,784 |                                       | 177,416 |  |         | 128                                   |         | 571     | 694,200 | 694,771     | 56,961 55        |  |
| St. Peter's Canal   | 23,180                           | 32,263  |                                       |         |  |         |                                       |         | 23,180  | 32,263  | 55,443      | 2,919 67         |  |
| Trent Valley Canals | 24,966                           | 164     |                                       |         |  |         |                                       |         | 24,966  | 164     | 25,130      | 492 28           |  |
| 1890.               |                                  |         |                                       |         |  |         |                                       |         |         |         |             |                  |  |
| Welland Canal       | 30,274                           | 56,535  | 35,959                                | 10,283  | 215,698                                    | 318,259 | 17,358                                | 331,799 | 289,289 | 716,876 | 1,016,165   | 194,089 53       |  |
| St. Lawrence Canals | 216,557                          | 476,196 | 11,052                                | 3,253   | 1,115                                      | 2,065   | 41,351                                | 102,264 | 270,075 | 583,778 | 853,853     | 60,720 30        |  |
| Chambly Canal       | 8,224                            | 4,118   | 85,113                                | 6,085   |  |         |                                       | 98,967  | 93,337  | 109,070 | 202,407     | 18,171 00        |  |
| Rideau Canal        | 81,219                           | 26,289  | 6,066                                 |         |  |         |                                       |         | 87,285  | 26,289  | 113,574     | 6,145 21         |  |
| Ottawa Canal        | 527                              | 537,253 | 8                                     | 113,567 |  |         |                                       |         | 535     | 650,820 | 651,355     | 48,226 36        |  |
| St. Peter's Canal   | 5,889                            | 26,342  |                                       |         |  |         |                                       |         | 5,889   | 26,342  | 32,231      | 1,742 01         |  |
| Trent Valley Canals | 22,297                           | 2,382   |                                       |         |  |         |                                       |         | 22,297  | 2,382   | 24,679      | 708 94           |  |
| Murray Canal        | 4,606                            | 7,896   | 6,190                                 |         |  |         |                                       | 91      | 10,798  | 7,985   | 18,783      | 707 03           |  |

B. H. TEAKLES,

Chief Clerk, Canal Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,

OTTAWA, 27th February, 1891.

## APPENDIX A—Continued.

No. 23.—STATEMENT of the Number and Tonnage of all kinds of Vessels passed through the Canals, during the Season of Navigation in 1890.

## WELLAND AND ST. LAWRENCE CANALS.

| CANADIAN.      |         |                |                  |                | UNITED STATES. |                |                  |                |
|----------------|---------|----------------|------------------|----------------|----------------|----------------|------------------|----------------|
| Steam Vessels. |         |                | Sailing Vessels. |                | Steam Vessels. |                | Sailing Vessels. |                |
| Tonnage.       | Number. | Total Tonnage. | Number.          | Total Tonnage. | Number.        | Total Tonnage. | Number.          | Total Tonnage. |
| 8              | 31      | 248            | 29               | 232            | 13             | 104            | 5                | 40             |
| 10             | 12      | 120            | 14               | 140            | 6              | 60             | 2                | 20             |
| 15             | 10      | 150            | 8                | 120            | 4              | 60             | 1                | 15             |
| 20             | 11      | 220            | 10               | 200            | 7              | 140            | 2                | 40             |
| 25             | 15      | 375            | 4                | 100            | 3              | 75             |                  |                |
| 30             | 19      | 570            | 4                | 120            | 1              | 30             | 1                | 30             |
| 35             | 17      | 595            | 4                | 140            | 4              | 140            | 1                | 35             |
| 40             | 11      | 440            | 25               | 1,000          | 3              | 120            | 2                | 80             |
| 45             | 6       | 270            | 6                | 270            | 3              | 135            |                  |                |
| 50             | 6       | 300            | 14               | 700            | 2              | 100            |                  |                |
| 55             | 2       | 110            | 2                | 110            |                |                |                  |                |
| 60             | 3       | 180            | 5                | 300            |                |                |                  |                |
| 65             | 2       | 130            | 5                | 325            |                |                | 2                | 130            |
| 70             | 2       | 140            | 5                | 350            |                |                |                  |                |
| 75             | 2       | 150            | 7                | 525            |                |                | 2                | 150            |
| 80             | 2       | 160            | 9                | 720            |                |                | 2                | 160            |
| 85             | 4       | 350            | 9                | 765            |                |                | 9                | 765            |
| 90             | 3       | 270            | 10               | 900            |                |                | 16               | 1,440          |
| 95             | 4       | 380            | 15               | 1,445          |                |                | 48               | 4,560          |
| 100            | 1       | 100            | 41               | 4,100          | 1              | 100            | 64               | 6,400          |
| 105            | 6       | 630            | 18               | 1,890          |                |                | 19               | 1,995          |
| 110            | 2       | 220            | 10               | 1,100          | 4              | 440            | 15               | 1,650          |
| 115            | 1       | 115            | 9                | 1,035          |                |                | 8                | 920            |
| 120            | 1       | 120            | 8                | 960            |                |                | 4                | 480            |
| 125            | 3       | 375            | 11               | 1,375          |                |                | 2                | 250            |
| 130            | 2       | 260            | 6                | 780            |                |                | 4                | 520            |
| 135            | 1       | 135            | 8                | 1,080          |                |                |                  |                |
| 140            |         |                | 6                | 840            |                |                |                  |                |
| 145            | 3       | 435            | 10               | 1,450          |                |                |                  |                |
| 150            | 1       | 150            | 27               | 4,050          |                |                |                  |                |
| 155            | 3       | 465            | 32               | 4,960          |                |                |                  |                |
| 160            | 3       | 480            | 17               | 2,720          |                |                | 2                | 320            |
| 165            | 1       | 165            | 10               | 1,650          |                |                |                  |                |
| 170            |         |                | 6                | 1,020          |                |                |                  |                |
| 175            | 3       | 875            | 7                | 1,235          |                |                |                  |                |
| 180            |         |                | 2                | 360            |                |                | 1                | 180            |
| 185            |         |                | 9                | 1,665          |                |                |                  |                |
| 190            |         |                | 2                | 380            |                |                |                  |                |
| 195            | 1       | 195            | 7                | 1,365          |                |                | 1                | 195            |
| 200            | 1       | 200            | 5                | 1,000          |                |                |                  |                |
| 205            |         |                | 1                | 205            |                |                |                  |                |
| 210            | 1       | 210            | 2                | 420            |                |                |                  |                |
| 215            | 1       | 215            |                  |                |                |                |                  |                |
| 220            | 1       | 220            | 1                | 220            |                |                |                  |                |
| 225            |         |                | 3                | 675            |                |                |                  |                |
| 230            |         |                | 3                | 690            |                |                | 1                | 230            |
| 235            | 1       | 235            | 1                | 235            |                |                |                  |                |
| 240            |         |                | 2                | 480            |                |                |                  |                |
| 245            |         |                | 2                | 490            |                |                | 2                | 490            |
| 250            |         |                |                  |                |                |                |                  |                |
| 255            |         |                | 3                | 510            |                |                | 1                | 255            |
| 260            | 1       | 260            | 3                | 780            |                |                | 2                | 520            |
| 265            | 1       | 265            | 2                | 590            |                |                | 3                | 795            |
| 270            | 2       | 540            | 3                | 810            |                |                | 1                | 270            |
| 275            |         |                | 4                | 1,100          |                |                | 4                | 1,500          |
| 280            | 1       | 280            |                  |                |                |                | 3                | 840            |
| 285            |         |                | 5                | 1,425          |                |                | 7                | 1,995          |

## APPENDIX A—Continued.

No. 23.—STATEMENT of the Number and Tonnage of all kinds of Vessels passed through the Canals, &c.—Continued.

WELLAND AND ST. LAWRENCE CANALS—Continued.

| CANADIAN.      |         |                |                  |                | UNITED STATES. |                |                  |                |
|----------------|---------|----------------|------------------|----------------|----------------|----------------|------------------|----------------|
| Steam Vessels. |         |                | Sailing Vessels. |                | Steam Vessels. |                | Sailing Vessels. |                |
| Tonnage.       | Number. | Total Tonnage. | Number.          | Total Tonnage. | Number.        | Total Tonnage. | Number.          | Total Tonnage. |
| 290            | 1       | 290            | 2                | 580            |                |                | 3                | 870            |
| 295            |         |                | 1                | 295            |                |                | 1                | 295            |
| 300            | 1       | 300            | 3                | 900            |                |                | 5                | 1,500          |
| 305            | 3       | 915            | 9                | 2,745          |                |                | 3                | 915            |
| 310            | 1       | 310            | 3                | 930            |                |                | 1                | 310            |
| 315            |         |                | 3                | 945            |                |                | 6                | 1,890          |
| 320            | 1       | 320            | 8                | 2,560          |                |                | 1                | 320            |
| 325            | 1       | 325            | 7                | 2,275          |                |                | 3                | 975            |
| 330            | 2       | 660            | 6                | 1,980          |                |                |                  |                |
| 335            |         |                | 5                | 1,675          | 1              | 335            | 1                | 335            |
| 340            |         |                | 4                | 1,360          |                |                | 1                | 340            |
| 345            | 1       | 345            | 1                | 345            |                |                |                  |                |
| 350            |         |                | 3                | 1,050          | 1              | 350            | 1                | 350            |
| 355            |         |                | 1                | 355            | 1              | 355            | 2                | 710            |
| 360            | 1       | 360            | 3                | 1,080          |                |                |                  |                |
| 365            |         |                | 4                | 1,460          |                |                |                  |                |
| 370            |         |                | 1                | 370            |                |                |                  |                |
| 375            |         |                | 3                | 1,125          |                |                |                  |                |
| 380            |         |                |                  |                |                |                |                  |                |
| 385            | 2       | 770            | 1                | 385            |                |                |                  |                |
| 390            | 1       | 390            |                  |                |                |                |                  |                |
| 395            | 1       | 395            |                  |                |                |                |                  |                |
| 400            |         |                |                  |                |                |                | 1                | 400            |
| 405            | 1       | 405            |                  |                |                |                |                  |                |
| 410            | 2       | 820            | 1                | 410            |                |                |                  |                |
| 415            |         |                | 1                | 415            |                |                |                  |                |
| 420            |         |                |                  |                |                |                |                  |                |
| 425            |         |                |                  |                | 1              | 425            |                  |                |
| 430            | 1       | 430            |                  |                |                |                |                  |                |
| 435            |         |                | 2                | 870            |                |                | 2                | 870            |
| 440            | 2       | 880            | 1                | 440            |                |                |                  |                |
| 445            |         |                | 1                | 445            |                |                | 2                | 890            |
| 450            |         |                | 1                | 450            |                |                |                  |                |
| 455            | 1       | 455            | 2                | 910            |                |                |                  |                |
| 460            |         |                | 1                | 460            |                |                |                  |                |
| 465            |         |                | 1                | 465            |                |                | 1                | 465            |
| 470            |         |                |                  |                | 1              | 470            | 1                | 470            |
| 475            |         |                | 1                | 475            |                |                | 1                | 475            |
| 480            |         |                |                  |                |                |                | 1                | 480            |
| 485            | 1       | 485            | 1                | 485            |                |                | 1                | 485            |
| 490            |         |                |                  |                | 1              | 490            |                  |                |
| 495            |         |                |                  |                |                |                |                  |                |
| 500            | 1       | 500            | 1                | 500            |                |                | 1                | 500            |
| 505            |         |                |                  |                | 1              | 505            |                  |                |
| 510            | 3       | 1,530          |                  |                |                |                |                  |                |
| 515            |         |                | 1                | 515            |                |                | 1                | 515            |
| 520            |         |                | 2                | 1,040          |                |                | 1                | 520            |
| 525            |         |                |                  |                |                |                | 1                | 525            |
| 530            | 1       | 530            |                  |                |                |                |                  |                |
| 535            |         |                |                  |                |                |                |                  |                |
| 540            | 1       | 540            | 1                | 540            | 1              | 540            | 1                | 540            |
| 545            |         |                | 1                | 545            | 1              | 545            |                  |                |
| 550            |         |                |                  |                |                |                |                  |                |
| 555            |         |                |                  |                |                |                |                  |                |
| 560            |         |                |                  |                |                |                |                  |                |
| 565            |         |                |                  |                |                |                |                  |                |
| 570            |         |                | 1                | 570            |                |                | 1                | 570            |

APPENDIX A—Continued—CANALS.

No. 23.—STATEMENT of the Number and Tonnage of all kinds of Vessels passed through the Canals, &c.—Continued.

WELLAND AND ST LAWRENCE CANALS—Concluded.

| CANADIAN.      |         |                |                  |                | UNITED STATES. |                |                  |                |
|----------------|---------|----------------|------------------|----------------|----------------|----------------|------------------|----------------|
| Steam Vessels. |         |                | Sailing Vessels. |                | Steam Vessels. |                | Sailing Vessels. |                |
| Tonnage.       | Number. | Total Tonnage. | Number.          | Total Tonnage. | Number.        | Total Tonnage. | Number.          | Total Tonnage. |
| 575            | 1       | 575            |                  |                |                |                |                  |                |
| 580            | 2       | 1,160          |                  |                |                |                |                  |                |
| 585            |         |                | 2                | 1,170          |                |                | 1                | 585            |
| 590            | 1       | 590            |                  |                |                |                |                  |                |
| 595            | 1       | 595            |                  |                | 1              | 595            |                  |                |
| 600            | 1       | 600            |                  |                |                |                | 2                | 1,200          |
| 605            |         |                |                  |                |                |                |                  |                |
| 610            |         |                |                  |                |                |                | 1                | 610            |
| 615            | 1       | 615            |                  |                | 2              | 1,230          |                  |                |
| 620            |         |                |                  |                |                |                |                  |                |
| 625            |         |                |                  |                |                |                |                  |                |
| 628            |         |                | 1                | 628            |                |                |                  |                |
| 640            |         |                |                  |                |                |                | 1                | 640            |
| 655            |         |                |                  |                | 2              | 1,310          |                  |                |
| 660            | 1       | 660            |                  |                |                |                |                  |                |
| 675            | 1       | 675            |                  |                |                |                |                  |                |
| 690            | 2       | 1,380          |                  |                |                |                |                  |                |
| 715            | 1       | 715            |                  |                |                |                | 1                | 715            |
| 743            | 1       | 743            |                  |                | 1              | 743            | 1                | 743            |
| 769            | 2       | 1,538          |                  |                |                |                |                  |                |
| 836            | 1       | 836            |                  |                | 1              | 836            |                  |                |
| 915            |         |                |                  |                | 2              | 1,830          | 1                | 915            |
| 929            | 2       | 1,858          |                  |                |                |                |                  |                |
| 945            |         |                |                  |                | 4              | 3,780          |                  |                |
| 1,001          |         |                | 1                | 1,001          |                |                |                  |                |
| 1,024          |         |                |                  |                | 4              | 4,096          |                  |                |
| 1,035          |         |                |                  |                | 2              | 2,070          |                  |                |
| 1,037          |         |                |                  |                | 2              | 2,074          |                  |                |
| 1,041          |         |                | 1                | 1,041          |                |                |                  |                |
| 1,105          |         |                | 1                | 1,105          |                |                |                  |                |
| 1,160          | 1       | 1,160          |                  |                |                |                |                  |                |
| 1,172          | 1       | 1,172          |                  |                | 1              | 1,172          |                  |                |
| 1,203          |         |                |                  |                | 1              | 1,203          |                  |                |
| 1,425          |         |                |                  |                | 1              | 1,425          |                  |                |
| 1,441          |         |                |                  |                | 1              | 1,441          |                  |                |
| 1,555          |         |                |                  |                | 5              | 7,775          |                  |                |
| 2,005          |         |                |                  |                | 1              | 2,005          |                  |                |
| Total....      | 254     | 39,130         | 564              | 88,942         | 91             | 39,104         | 289              | 48,193         |

RIDEAU, OTTAWA AND CHAMBLY CANALS.

|    |    |     |    |     |    |    |   |    |
|----|----|-----|----|-----|----|----|---|----|
| 8  | 45 | 360 | 96 | 768 | 12 | 96 | 5 | 40 |
| 10 | 16 | 160 | 26 | 260 | 3  | 30 | 1 | 10 |
| 15 | 11 | 165 | 7  | 105 | 3  | 45 | 1 | 15 |
| 20 | 4  | 80  | 2  | 40  | 1  | 20 |   |    |
| 25 | 7  | 175 | 7  | 175 | 1  | 25 | 1 | 25 |
| 30 | 3  | 90  | 3  | 90  |    |    |   |    |
| 35 | 6  | 210 | 8  | 280 | 2  | 70 |   |    |
| 40 | 1  | 40  | 4  | 160 |    |    |   |    |
| 45 | 1  | 45  | 2  | 90  |    |    |   |    |
| 50 | 3  | 150 | 6  | 300 |    |    |   |    |
| 55 | 3  | 165 | 4  | 220 |    |    |   |    |
| 60 | 3  | 180 | 5  | 300 |    |    |   |    |
| 65 | 2  | 130 | 3  | 195 |    |    | 1 | 65 |

## APPENDIX A—Continued—CANALS.

No. 23.—STATEMENT of the Number and Tonnage of all kinds of Vessels passed through the Canals, &c.—*Concluded.*

RIDEAU, OTTAWA AND CHAMBLY CANALS—*Concluded.*

| CANADIAN.      |         |                |                  |                | UNITED STATES. |                |                  |                |
|----------------|---------|----------------|------------------|----------------|----------------|----------------|------------------|----------------|
| Steam Vessels. |         |                | Sailing Vessels. |                | Steam Vessels. |                | Sailing Vessels. |                |
| Tonnage.       | Number. | Total Tonnage. | Number.          | Total Tonnage. | Number.        | Total Tonnage. | Number.          | Total Tonnage. |
| 70             | 1       | 70             | 5                | 350            |                |                |                  |                |
| 75             | 2       | 150            | 7                | 525            |                |                | 4                | 300            |
| 80             |         |                | 7                | 560            |                |                | 4                | 320            |
| 85             | 2       | 170            | 10               | 850            |                |                | 18               | 1,530          |
| 90             | 1       | 90             | 14               | 1,260          |                |                | 25               | 2,050          |
| 95             | 3       | 285            | 28               | 2,660          |                |                | 111              | 10,545         |
| 100            | 1       | 100            | 25               | 2,500          |                |                | 116              | 11,600         |
| 105            | 1       | 105            | 19               | 1,995          |                |                | 50               | 5,250          |
| 110            |         |                | 8                | 880            |                |                | 26               | 2,860          |
| 115            | 1       | 115            | 14               | 1,610          |                |                | 16               | 1,840          |
| 120            | 1       | 120            | 5                | 600            |                |                | 11               | 1,320          |
| 125            | 1       | 125            | 12               | 1,500          |                |                | 2                | 250            |
| 130            |         |                | 6                | 780            |                |                | 2                | 260            |
| 135            | 1       | 135            | 6                | 810            |                |                |                  |                |
| 140            |         |                | 10               | 1,400          |                |                |                  |                |
| 145            | 1       | 145            | 12               | 1,740          |                |                |                  |                |
| 150            |         |                | 23               | 3,450          |                |                |                  |                |
| 155            | 1       | 155            | 39               | 5,545          |                |                |                  |                |
| 160            |         |                | 9                | 1,440          |                |                |                  |                |
| 165            | 1       | 165            | 10               | 1,650          |                |                | 1                | 165            |
| 170            |         |                | 4                | 680            |                |                |                  |                |
| 175            |         |                | 2                | 350            |                |                |                  |                |
| 180            |         |                | 1                | 180            |                |                |                  |                |
| 185            | 2       | 370            | 5                | 925            |                |                |                  |                |
| 190            | 1       | 190            |                  |                |                |                |                  |                |
| 195            |         |                | 1                | 195            |                |                |                  |                |
| 200            |         |                |                  |                |                |                |                  |                |
| 205            |         |                | 3                | 615            |                |                |                  |                |
| 210            |         |                |                  |                |                |                |                  |                |
| 215            | 1       | 215            |                  |                |                |                |                  |                |
| 220            |         |                |                  |                |                |                |                  |                |
| 225            |         |                |                  |                |                |                |                  |                |
| 230            | 1       | 230            | 1                | 230            |                |                |                  |                |
| 235            |         |                |                  |                |                |                |                  |                |
| 240            |         |                | 1                | 240            |                |                |                  |                |
| 245            |         |                | 1                | 245            |                |                |                  |                |
| 250            |         |                |                  |                |                |                |                  |                |
| 255            |         |                |                  |                |                |                |                  |                |
| 260            |         |                |                  |                |                |                |                  |                |
| 265            |         |                | 1                | 265            |                |                |                  |                |
| 270            |         |                |                  |                |                |                |                  |                |
| 275            |         |                |                  |                |                |                |                  |                |
| 325            | 1       | 325            |                  |                |                |                |                  |                |
| 335            | 1       | 335            |                  |                |                |                |                  |                |
| 345            | 1       | 345            |                  |                | 1              | 345            |                  |                |
| 397            | 2       | 794            |                  |                |                |                |                  |                |
| Total.....     | 133     | 6,684          | 462              | 39,013         | 23             | 631            | 395              | 38,445         |

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

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, 30th September, 1891.

## APPENDIX A—Continued=CANALS.

No. 24.—STATEMENT showing the Classified Tonnage of all kinds of Vessels passed through the Canals during the Season of Navigation in 1890.

## WELLAND AND ST. LAWRENCE CANALS.

| CANADIAN. |                      |     |          |                        |     | UNITED STATES. |        |                      |     |          |                      |     |          |
|-----------|----------------------|-----|----------|------------------------|-----|----------------|--------|----------------------|-----|----------|----------------------|-----|----------|
| Class.    | Steam Vessels.       | No. | Tonnage. | Sailing Vessels.       | No. | Tonnage.       | Class. | Steam Vessels.       | No. | Tonnage. | Sailing Vessels.     | No. | Tonnage. |
| 1         | 250 to 1,172 tons... | 55  | 28,172   | 1 250 to 1,105 tons... | 113 | 42,050         | 1      | 250 to 2,005 tons... | 40  | 37,600   | 1 250 to 915 tons... | 73  | 27,098   |
| 2         | 200 to 249 "...      | 5   | 1,080    | 2 200 to 249 "...      | 20  | 4,415          | 2      | 200 to 249 "...      | ... | ...      | 2 200 to 249 "...    | 3   | 720      |
| 3         | 150 to 199 "...      | 12  | 2,330    | 3 150 to 199 "...      | 119 | 19,405         | 3      | 150 to 199 "...      | ... | ...      | 3 150 to 199 "...    | 4   | 695      |
| 4         | 100 to 149 "...      | 20  | 2,390    | 4 100 to 149 "...      | 127 | 14,610         | 4      | 100 to 149 "...      | 5   | 540      | 4 100 to 149 "...    | 116 | 12,215   |
| 5         | 50 to 99 "...        | 30  | 2,170    | 5 50 to 99 "...        | 81  | 6,140          | 5      | 50 to 99 "...        | 2   | 100      | 5 50 to 99 "...      | 79  | 2,645    |
| 6         | Under 50 "...        | 132 | 2,988    | 6 Under 50 "...        | 104 | 2,322          | 6      | Under 50 "...        | 44  | 864      | 6 Under 50 "...      | 14  | 260      |
|           | Total.....           | 254 | 39,130   | Total.....             | 564 | 88,942         |        | Total.....           | 91  | 39,104   | Total.....           | 289 | 48,193   |

## RIDEAU, OTTAWA AND CHAMBLY.

|   |                      |     |       |            |                      |        |        |            |                      |       |       |            |                      |        |        |
|---|----------------------|-----|-------|------------|----------------------|--------|--------|------------|----------------------|-------|-------|------------|----------------------|--------|--------|
| 1 | 250 to 397 tons..... | 5   | 1,799 | 1          | 250 to 265 tons..... | 1      | 265    | 1          | 250 to 345 tons..... | 1     | 345   | 1          | 250 to 300 tons..... | .....  | .....  |
| 2 | 200 to 249 ".....    | 2   | 445   | 2          | 200 to 249 ".....    | 6      | 1,330  | 2          | 200 to 249 ".....    | ..... | ..... | 2          | 200 to 249 ".....    | .....  | .....  |
| 3 | 150 to 199 ".....    | 5   | 890   | 3          | 150 to 199 ".....    | 94     | 14,415 | 3          | 150 to 199 ".....    | ..... | ..... | 3          | 150 to 199 ".....    | .....  | 165    |
| 4 | 100 to 149 ".....    | 7   | 845   | 4          | 100 to 149 ".....    | 117    | 13,815 | 4          | 100 to 149 ".....    | ..... | ..... | 4          | 100 to 149 ".....    | .....  | 23,380 |
| 5 | 50 to 99 ".....      | 20  | 1,390 | 5          | 50 to 99 ".....      | 89     | 7,220  | 5          | 50 to 99 ".....      | ..... | ..... | 5          | 50 to 99 ".....      | .....  | 163    |
| 6 | Under 50 ".....      | 94  | 1,325 | 6          | Under 50 ".....      | 155    | 1,968  | 6          | Under 50 ".....      | 22    | 286   | 6          | Under 50 ".....      | .....  | 14,810 |
|   | Total.....           | 133 | 6,684 | Total..... | 462                  | 39,013 |        | Total..... | 23                   | 631   |       | Total..... | 395                  | 38,445 |        |

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

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, 30th September, 1891.



## No. 25.—RATES of Tolls on the Canals

WELLAND, ST. LAWRENCE, RIDEAU, OTTAWA AND CHAMBLY CANALS  
(O. C., April 18, 1873.)

| The Rates of Tolls are divided into Six Classes, as under, and are per ton, unless otherwise specified. | Welland Canal, westward. | Welland Canal, eastward. | Lake Erie to Montreal. | St. Lawrence Canals, each way. | Chamby Canal and St. Ours Lock, each way. | Rideau Canal, each way. | Ottawa Canals and St. Ann's Lock, each way. | Ottawa to St. John's, each way. |
|---|--------------------------|--------------------------|------------------------|--------------------------------|---|-------------------------|---|---------------------------------|
|   | \$ cts.                  | \$ cts.                  | \$ cts.                | \$ cts.                        | \$ cts.                                   | \$ cts.                 | cts.  | \$ cts.                         |
| Class No. 1.  |                          |                          |                        |                                |   |                         |   |                                 |
| Vessels, steam.....per ton  | 0 01 $\frac{1}{2}$       | 0 01 $\frac{1}{2}$       | 0 02 $\frac{1}{2}$     | 0 00 $\frac{3}{4}$             | 0 00 $\frac{3}{4}$                        | 0 01 $\frac{1}{2}$      | 0 00 $\frac{3}{4}$                          | 0 01 $\frac{1}{2}$              |
| do sail and other..... do   | 0 02 $\frac{1}{2}$       | 0 02 $\frac{1}{2}$       | 0 03 $\frac{1}{2}$     | 0 01 $\frac{1}{2}$             | 0 01 $\frac{1}{2}$                        | 0 02 $\frac{1}{2}$      | 0 01  | 0 02 $\frac{1}{2}$              |
| Class No. 2.  |                          |                          |                        |                                |   |                         |   |                                 |
| Passengers, 21 years of age and up-wards.....   | 0 10                     | 0 10                     | 0 20                   | 0 10                           | 0 05                                      | 0 08                    | 0 02 $\frac{1}{2}$                          | 0 09 $\frac{3}{4}$              |
| Passengers, under 21 years each...  | 0 05                     | 0 05                     | 0 10                   | 0 05                           | 0 02                                      | 0 04                    | 0 01 $\frac{1}{2}$                          | 0 04 $\frac{1}{2}$              |
| Class No. 3.  |                          |                          |                        |                                |   |                         |   |                                 |
| Bricks, cement and water lime....   | 0 15                     | 0 20                     | 0 20                   | 0 15                           | 0 10                                      | 0 07                    | 0 06  | 0 19 $\frac{1}{2}$              |
| Clay, lime and sand.....  |                          |                          |                        |                                |   |                         |   |                                 |
| Brimstone.....  |                          |                          |                        |                                |   |                         |   |                                 |
| Corn.....   |                          |                          |                        |                                |   |                         |   |                                 |
| Flour.....  |                          |                          |                        |                                |   |                         |   |                                 |
| Iron, railway.....  |                          |                          |                        |                                |   |                         |   |                                 |
| do pig.....   |                          |                          |                        |                                |   |                         |   |                                 |
| do all other, including steel (O. C., Feb. 1, 1868).....  |                          |                          |                        |                                |   |                         |   |                                 |
| Plaster, gypsum.....  |                          |                          |                        |                                |   |                         |   |                                 |
| Salt.....   |                          |                          |                        |                                |   |                         |   |                                 |
| Salt meats or fish, in barrels or otherwise.....  | 0 15                     | 0 20                     | 0 20                   | 0 20                           | 0 10                                      | 0 26                    | 0 14  | 0 29                            |
| Agricultural products, vegetable, not enumerated.....   |                          |                          |                        |                                |   |                         |   |                                 |
| Agricultural products, animals, not enumerated.....   |                          |                          |                        |                                |   |                         |   |                                 |
| tone, for cutting.....  |                          |                          |                        |                                |   |                         |   |                                 |
| Wheat.....  |                          |                          |                        |                                |   |                         |   |                                 |
| Class No. 4.  |                          |                          |                        |                                |   |                         |   |                                 |
| All other articles, not enumerated.   | 0 15                     | 0 20                     | 0 20                   | 0 20                           | 0 10                                      | 0 26                    | 0 14  | 0 29                            |

of the Dominion of Canada, 1890-91.

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

| 1ST SECTION.  | 2ND SECTION.  | 3RD SECTION.  | 4TH SECTION.  | THROUGH.                                 | Whitlaw's<br>to<br>Hastings.                        |
|---|---|---|---|--|---|
| Fenelon Falls<br>to<br>Bobcaygeon.                  | Bobcaygeon<br>to<br>Buckhorn.                       | Buckhorn<br>to<br>Burleigh.                         | Burleigh<br>to<br>Lakefield.                        | Fenelon Falls<br>to<br>Lakefield.        |   |
| Tolls chargeable<br>at<br>Fenelon Falls.            | Tolls chargeable<br>at<br>Bobcaygeon.               | Tolls chargeable<br>at<br>Buckhorn.                 | Tolls chargeable<br>at<br>Burleigh.                 | Tolls chargeable<br>at<br>Fenelon Falls. | Tolls chargeable<br>at<br>Whitlaw's.                |
| \$ cts.<br>0.00 $\frac{3}{4}$<br>0.00 $\frac{1}{4}$ | \$ cts.<br>0.00 $\frac{3}{4}$<br>0.00 $\frac{1}{4}$ | \$ cts.<br>0.00 $\frac{3}{4}$<br>0.00 $\frac{1}{4}$ | \$ cts.<br>0.00 $\frac{3}{4}$<br>0.00 $\frac{1}{4}$ | \$ cts.<br>0.00 $\frac{3}{4}$<br>0.01    | \$ cts.<br>0.00 $\frac{3}{4}$<br>0.00 $\frac{1}{4}$ |
| 0.01<br>0.00 $\frac{1}{2}$                          | 0 01<br>0.00 $\frac{1}{2}$                          | 0.01<br>0.00 $\frac{1}{2}$                          | 0 01<br>0.00 $\frac{1}{2}$                          | 0.04<br>0.02                             | 0.01<br>0.00 $\frac{1}{2}$                          |
| 0.01  | 0.01  | 0.01  | 0.01  | 0.04                                     | 0.01  |
| 0.03  | 0.03  | 0.03  | 0.03  | 0.12                                     | 0.03  |

## No. 25.—RATES of Tolls on the Canals

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

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

|  | Welland Canal, westward. | Welland Canal, eastward. | Lake Erie to Montreal. | St. Lawrence Canals, each way. | Chamby Canal and St. Ours Lock, each way. | Rideau Canal, each way. | Ottawa Canals and St. Anne's Lock, each way. | Ottawa to St. John's, each way. |
|--|--------------------------|--------------------------|------------------------|--------------------------------|---|-------------------------|--|---------------------------------|
| <i>Class No. 5.</i>  | \$ cts.                  | \$ cts.                  | \$ cts.                | \$ cts.                        | \$ cts.                                   | \$ cts.                 | \$ cts.                                      | \$ cts.                         |
| Bark .....   | 0 20                     | 0 20                     | 0 20                   | 0 15                           | 0 10                                      | 0 07                    | 0 06   | 0 19½                           |
| Barrels, empty, each .....   | 0 02                     | 0 02                     | 0 02                   | 0 02                           | 0 02                                      | 0 02                    | 0 01   | 0 03½                           |
| Boat knees, each .....   | 0 05                     | 0 05                     | 0 05                   | 0 02                           | 0 02                                      | 0 02                    | 0 01   | 0 03½                           |
| Floats, per 1,000 lineal feet .....  | 1 40                     | 1 40                     | 1 40                   | 1 40                           | 1 20                                      | 1 05                    | 0 50   | 2 05                            |
| Firewood, per cord, in vessels .....   | 0 20                     | 0 20                     | 0 20                   | 0 20                           | 0 10                                      | 0 15                    | 0 08   | 0 23                            |
| do do rafts .....  | 0 25                     | 0 25                     | 0 25                   | 0 25                           | 0 15                                      | 0 19                    | 0 09   | 0 30½                           |
| Hoops .....  | 0 25                     | 0 25                     | 0 25                   | 0 20                           | 0 15                                      | 0 15                    | 0 10   | 0 30                            |
| Masts and spars, telegraph poles, per ton of 40 cubic feet, in vessels .....                         | 0 15                     | 0 15                     | 0 15                   | 0 05                           | 0 05                                      | 0 08                    | 0 07   | 0 13½                           |
| Masts and spars, telegraph poles, per ton of 40 cubic feet, in rafts .....                           | 0 20                     | 0 20                     | 0 20                   | 0 10                           | 0 10                                      | 0 15                    | 0 10   | 0 22½                           |
| Railway ties, in vessels, each .....   | 0 01                     | 0 01                     | 0 01                   | 0 00½                          | 0 00½                                     | 0 00½                   | 0 00½  | 0 01½                           |
| do do rafts, each .....  | 0 02                     | 0 02                     | 0 02                   | 0 01                           | 0 01                                      | 0 02                    | 0 01   | 0 02½                           |
| Sawed stuff, boards, plank, scantling and sawed timber, per M. feet, board measure, in vessels ..... | 0 30                     | 0 30                     | 0 30                   | 0 15                           | 0 10                                      | 0 11½                   | 0 06½  | 0 20                            |
| Sawed stuff, boards, plank, scantling and sawed timber, per M. feet, board measure, in rafts .....   | 0 60                     | 0 60                     | 0 60                   | 0 30                           | 0 20                                      | 0 19                    | 0 09   | 0 36½                           |
| Square timber, per M. cubic feet, in vessels .....   | 3 00                     | 3 00                     | 3 00                   | 1 00                           | 1 00                                      | 0 56                    | 0 44   | 1 69                            |
| Square timber, per M. cubic feet, in rafts .....   | 4 50                     | 4 50                     | 4 50                   | 2 00                           | 2 00                                      | 1 12                    | 0 63   | 3 13                            |
| Waggon stuff, woodenware and wood, partly manufactured, per ton of 40 cubic feet .....               | 0 40                     | 0 40                     | 0 40                   | 0 40                           | 0 25                                      | 0 30                    | 0 20   | 0 55                            |
| Shingles, per M. ....  | 0 06                     | 0 06                     | 0 06                   | 0 06                           | 0 04                                      | 0 04½                   | 0 02½  | 0 08                            |
| Split posts and fence rails, per M., in vessels .....  | 0 40                     | 0 40                     | 0 40                   | 0 40                           | 0 20                                      | 0 23                    | 0 12   | 0 42                            |
| Split posts and fence rails, per M., in rafts .....  | 0 80                     | 0 80                     | 0 80                   | 0 80                           | 0 40                                      | 0 38                    | 0 17   | 0 77                            |
| Saw-logs, each standard log .....  | 0 08                     | 0 08                     | 0 08                   | 0 08                           | 0 05                                      | 0 06                    | 0 06   | 0 13                            |
| Staves and headings, brl., per M. ....   | 0 40                     | 0 40                     | 0 40                   | 0 20                           | 0 15                                      | 0 15                    | 0 10   | 0 30                            |
| do do pipe do .....  | 1 50                     | 1 50                     | 1 50                   | 1 00                           | 1 00                                      | 0 75                    | 0 50   | 1 75                            |
| do do W. India, p.M. ....  | 0 75                     | 0 75                     | 0 75                   | 0 60                           | 0 25                                      | 0 45                    | 0 25   | 0 65                            |
| do do salt barrel, sawn or cut, per M. ....  | 0 08                     | 0 08                     | 0 08                   | 0 04                           | 0 03                                      | 0 03                    | 0 02   | 0 06                            |
| Traverses, per 100 pieces .....  | 0 50                     | 0 50                     | 0 50                   | 0 50                           | 0 40                                      | 0 38                    | 0 15   | 0 67½                           |
| Hop poles, per 1,000 pieces .....  | 2 00                     | 2 00                     | 2 00                   | 2 00                           | 1 50                                      | 1 50                    | 0 65   | 2 65                            |
| <i>Special Class.</i>  |                          |                          |                        |                                |   |                         |  |                                 |
| Gypsum, crude (per O. C., 28th Oct., 1882) .....   | 0 15                     | 0 05                     | .....                  | 0 05                           | West ward.                                | .....                   | .....  | .....                           |
| Coal .....   | 0 20                     | 0 20                     | 0 20                   | 0 15                           | 0 10                                      | 0 08                    | 0 05   | 0 17½                           |
| Stone, unwrought, corded and not suitable for cutting, per cord .....                                | 0 75                     | 0 75                     | 0 75                   | 0 60                           | 0 37½                                     | 0 28                    | 0 24   | 0 77½                           |
| Kryolite, iron ore or chemical ore .....   | 0 05                     | 0 05                     | 0 05                   | 0 05                           | 0 05                                      | 0 05                    | 0 05   | 0 05                            |
| Ice .....  | 0 05                     | 0 05                     | 0 05                   | .....                          | .....                                     | .....                   | .....  | .....                           |

of the Dominion—*Continued.*

## TRENT VALLEY CANAL.

| 1ST SECTION.                               | 2ND SECTION.                           | 3RD SECTION.                          | 4TH SECTION.                          | THROUGH.                                   |  |
|--|--|---------------------------------------|---------------------------------------|--|--|
| Fenelon Falls<br>to<br>Bobcageon.          | Bobcageon<br>to<br>Buckhorn.           | Buckhorn<br>to<br>Burleigh.           | Burleigh<br>to<br>Lakefield.          | Fenelon Falls<br>to<br>Lakefield.          | Whitlaw's<br>to<br>Hastings.           |
| Tolls Charge-<br>able at<br>Fenelon Falls. | Tolls Charge-<br>able to<br>Bobcageon. | Tolls Charge-<br>able to<br>Buckhorn. | Tolls Charge-<br>able at<br>Burleigh. | Tolls Charge-<br>able at<br>Fenelon Falls. | Tolls Charge-<br>able to<br>Whitlaw's. |
| \$ cts.                                    | \$ cts.                                | \$ cts.                               | \$ cts.                               | \$ cts.                                    | \$ cts.                                |
| 0·01                                       | 0·01                                   | 0·01                                  | 0·01                                  | 0·04                                       | 0·01                                   |
| 0·00½                                      | 0·00½                                  | 0·00½                                 | 0·00½                                 | 0·01                                       | 0·00½                                  |
| 0·00½                                      | 0·00½                                  | 0·00½                                 | 0·00½                                 | 0·01                                       | 0·00½                                  |
| 0·13                                       | 0·13                                   | 0·13                                  | 0·13                                  | 0·52                                       | 0·13                                   |
| 0·03                                       | 0·03                                   | 0·03                                  | 0·03                                  | 0·10                                       | 0·03                                   |
| 0·04                                       | 0·04                                   | 0·04                                  | 0·04                                  | 0·14                                       | 0·04                                   |
| 0·02                                       | 0·02                                   | 0·02                                  | 0·02                                  | 0·08                                       | 0·02                                   |
| 0·02                                       | 0·02                                   | 0·02                                  | 0·02                                  | 0·08                                       | 0·02                                   |
| 0·01                                       | 0·01                                   | 0·01                                  | 0·01                                  | 0·04                                       | 0·01                                   |
| 0·00½                                      | 0·00½                                  | 0·00½                                 | 0·00½                                 | 0·00½                                      | 0·00½                                  |
| 0·00½                                      | 0·00½                                  | 0·00½                                 | 0·00½                                 | 0·01                                       | 0·00½                                  |
| 0·03                                       | 0·03                                   | 0·03                                  | 0·03                                  | 0·10                                       | 0·03                                   |
| 0·04                                       | 0·04                                   | 0·04                                  | 0·04                                  | 0·14                                       | 0·04                                   |
| 0·07                                       | 0·07                                   | 0·07                                  | 0·07                                  | 0·28                                       | 0·07                                   |
| 0·14                                       | 0·14                                   | 0·14                                  | 0·14                                  | 0·56                                       | 0·14                                   |
| 0·04                                       | 0·04                                   | 0·04                                  | 0·04                                  | 0·16                                       | 0·04                                   |
| 0·00½                                      | 0·00½                                  | 0·00½                                 | 0·00½                                 | 0·03                                       | 0·00½                                  |
| 0·03                                       | 0·03                                   | 0·03                                  | 0·03                                  | 0·12                                       | 0·03                                   |
| 0·05                                       | 0·05                                   | 0·05                                  | 0·05                                  | 0·20                                       | 0·05                                   |
| 0·00½                                      | 0·00½                                  | 0·00½                                 | 0·00½                                 | 0·03                                       | 0·00½                                  |
| 0·02                                       | 0·02                                   | 0·02                                  | 0·02                                  | 0·08                                       | 0·02                                   |
| 0·10                                       | 0·10                                   | 0·10                                  | 0·10                                  | 0·40                                       | 0·10                                   |
| 0·05½                                      | 0·05½                                  | 0·05½                                 | 0·05½                                 | 0·22                                       | 0·05½                                  |
| 0·00½                                      | 0·00½                                  | 0·00½                                 | 0·00½                                 | 0·02                                       | 0·00½                                  |
| 0·05                                       | 0·05                                   | 0·05                                  | 0·05                                  | 0·20                                       | 0·05                                   |
| 0·20                                       | 0·20                                   | 0·20                                  | 0·20                                  | 0·80                                       | 0·20                                   |
| Free.                                      | Free.                                  | Free.                                 | Free.                                 | Free.                                      | Free.                                  |
| 0·01                                       | 0·01                                   | 0·01                                  | 0·01                                  | 0·04                                       | 0·01                                   |
| 0·03½                                      | 0·03½                                  | 0·03½                                 | 0·03½                                 | 0·14                                       | 0·03½                                  |
| 0·00½                                      | 0·00½                                  | 0·00½                                 | 0·00½                                 | 0·03                                       | 0·00½                                  |
| Free.                                      | Free.                                  | Free.                                 | Free.                                 | Free.                                      | Free.                                  |

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

|   | Tons. |  | Tons. |
|---|-------|--|-------|
| 2,000 lbs. avoidupois .....                 | 1     | Stone, 12 cubic feet .....                       | 1     |
| Per M. is per thousand feet .....           |       | Stone, 1 cord .....                              | 7½    |
| Per Mille is per thousand pieces .....      |       | Whiskey, 4 barrels or 215 gallons .....          | 1     |
| Green fruit, 9 barrels are .....            | 1     | Empty barrels, 10 .....                          | 1     |
| Ashes, 3 barrels are .....                  | 1     | Barrel hoops, 10 Mille .....                     | 1     |
| Bark, 4 cords .....                         | 1     | Board and other sawed lumber, 600 feet           |       |
| Beef, 7 barrels .....                       | 1     | board measure .....                              | 1     |
| Biscuit and crackers, 9 barrels .....       | 1     | Boat knees, 4 .....                              | 1     |
| Bricks, common, 1,000 .....                 | 2     | Firewood, 1 cord .....                           | 3     |
| Butter, 22 kegs or 7 barrels .....          | 1     | Hop poles, 60 or 40 cubic feet .....             | 1     |
| Cattle, 3 .....                             | 1     | Shingles, 12 M. or bundles .....                 | 1     |
| Cement and water lime, 7 barrels .....      | 1     | Split posts and fence rails, 1 Mille .....       | 1     |
| Fire bricks, 1,000 .....                    | 3     | Staves and headings, Pipe, 1 Mille .....         | 8     |
| Fish, 7 barrels .....                       | 1     | do W. India, 1 Mille .....                       | 4     |
| Flour, 9 barrels .....                      | 1     | do Barrel, 1 Mille .....                         | 2½    |
| Gypsum and manganese, 6 barrels .....       | 1     | do Salt barrel, 1 Mille .....                    | ½     |
| Horses, 2 .....                             | 1     | Saw-logs, standard, 1 .....                      | 8     |
| Lard and tallow, 7 barrels or 22 kegs ..... | 1     | Square timber, 50 cubic feet .....               | 1     |
| Liquors and spirits, 215 gallons .....      | 1     | Telegraph poles, 10, or 40 cubic feet .....      | 1     |
| Liquors, all others, 215 gallons .....      | 1     | Masts and spars, 40 cubic feet .....             | 1     |
| Nuts, 9 barrels .....                       | 1     | Railroad ties, 16, or 50 cubic feet .....        | 1     |
| Oysters, 6 barrels .....                    | 1     | All other woodenware, or partly manu-            |       |
| Pork, 7 barrels .....                       | 1     | factured wood, 40 cubic feet as per tariff ..... | 1     |
| Salt, 7 barrels .....                       | 1     | Traverses, 40 cubic feet, or 5 pieces .....      | 1     |
| Seeds, 9 barrels .....                      | 1     | Floats, 50 lineal feet .....                     | 1     |
| Sheep, 20 .....                             | 1     |  |       |

NOTE.—By the Weights and Measures Act, Chapter 104 of the Revised Statutes of Canada, Section 14, all the above named articles are to be estimated by the cental of 100 lbs.

## WAY RATES.

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

| WELLAND CANAL.   |  | Rate. |
|--|--|-------|
| 1. From Port Maitland, Dunnville and Port Colborne to Port Robinson or Allanburg, not passing the lock, each way .....   |  |       |
| 2. From Chippawa Cut, or any part thereof, to Dunnville, Port Maitland or Port Colborne .....  |  |       |
| 3. From Dunnville to Port Colborne .....   |  |       |
| 4. From Thorold to St. Catharines or Port Dalhousie .....  |  |       |
| 5. From Maitland, Dunnville, Colborne or Port Robinson to Marshville and intermediate places .....   |  |       |
| 6. From Marshville or intermediate places to Port Maitland, Dunnville, Port Colborne and Port Robinson .....   |  |       |
| 7. From Port Robinson to Allanburg or Thorold .....  |  |       |
| 8. From Port Robinson to St. Catharines or Port Dalhousie .....  |  |       |
| 9. From St. Catharines to Port Dalhousie .....   |  |       |
| 10. From Dunnville to Maitland .....   |  |       |
| 11. From Port Robinson through the Lock and Chippawa Cut .....   |  |       |
| 12. From Port Colborne to Port Maitland .....  |  |       |
| 13. From Chippawa Cut through Lock to Port Robinson .....  |  |       |
| 14. From Colborne, Dunnville, Maitland and Marshville to Thorold .....   |  |       |
| 15. From Colborne, Dunnville, Maitland and Marshville to St. Catharines .....  |  |       |
| 16. Through the Chippawa Cut only .....  |  |       |
| 17. Through the Port Robinson Lock only .....  |  |       |
| ST. LAWRENCE CANALS.   |  |       |
| Sec. 78. The navigation is divided into four sections, viz., Cardinal, Cornwall, Beauharnois and Lachine. Tolls are to be levied on all vessels and property in proportion to the number of sections passed through. |  |       |
| CHAMBLY CANAL.   |  | Rate. |
| Sec. 79. Vessels and property passing from Sorel to Chambly, to pay .....  |  |       |
| Vessels and property passing from Chambly to St. John's, to pay .....  |  |       |

## OTTAWA CANALS.

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

## RIDEAU CANAL.

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

## GENERAL.

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

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

## SPECIAL REGULATIONS RELATING TO TOLLS ON SOME OF THE CANALS.

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

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

## NOTE.

O. C. 27th June, 1890.

That the following words be added to Section 84 :—

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

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

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

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

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

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

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

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

## HARBOUR DUES.

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

## TOLLS AT SHEDS AT LACHINE CANAL BASIN.

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

|   |  | Cents. |
|---|--|--------|
| Wheat and other grain, per week,                                  | per bushel .....                           | 1      |
| Meal  | do per barrel .....                        | 4      |
| Pork, beef, butter and lard                                       | do .....                                   | 5      |
| Muscovado sugar   | do per hhd., 10 cents ; per brl. ....      | 5      |
| Liquors   | { do per pipe, 15 cents ; per pun .....    | 12     |
|   | do per hhd., 10 cents ; per qr. cask ..... | 7      |
| Iron (bars)   | do per ton .....                           | 24     |
| Iron, pig   | do .....                                   | 12     |
| Salt, except at the St. Gabriel Sheds                             | do per 100 minots .....                    | 36     |
| Salt at the St. Gabriel Sheds, Montreal, after the first 48 hours | do per bag .....                           | 3      |
| Bales, crates, cases, &c.   | do per ton weight or measurement .....     | 24     |
| Coals   | do per chaldron .....                      | 12     |

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

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

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

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

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

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

*Flour.*

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

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

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

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

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

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

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

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

## CHARGES FOR WHARFAGE ON FIREWOOD ON WHARVES AND BANKS OF LACHINE CANAL.

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

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

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

## CANAL BASINS IN MONTREAL PART OF MONTREAL HARBOUR.

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

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

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

## PHOSPHATES.

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

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

## CHARGES ON VESSELS WINTERING IN LACHINE CANAL.

Sec. 97. The following rates per ton shall be charged for wintering vessels in the Lachine Canal, viz.:—

For each boat, barge, scow or other vessel of ten tons measurement or under, seventy cents per vessel for the entire winter; and every ten tons above the first ten, an additional rate of eight cents. O. C. Aug. 22, 1879.

## DUES ON VESSELS IN THE NEW BASIN, LACHINE CANAL.

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

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

Sec. 99.—*Tonnage Dues.*

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

Sec. 100.—*Wharfage Dues.*

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

*Note.*

Sec. 101 (a). On all goods, wares and merchandise whatsoever, the quantity of which, by weight, measurement or other mode of estimate provided for in the tariff of the next preceding section can not be conveniently ascertained, it shall be lawful for the Harbour Commissioners to levy a rate of  $\frac{1}{4}$  of 1 per cent on the value thereof.

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

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

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



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

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

O. C. April 1st, 1881.

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

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

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

## NOTE.

O. C. 27th June, 1890.

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

## Note.

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

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

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

## CHARGES FOR WINTERING VESSELS IN RIDEAU CANAL.

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

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

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

## CHARGES FOR REPAIRING VESSELS ON THE BANKS OF CANALS.

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

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

Sec. 107. Rules with respect to the repairing of vessels on the banks of the Lachine Canal, the Beauharnois and the Chambly:—

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

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

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

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

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

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

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

#### ST. PETER'S CANAL.

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

### ORDER IN COUNCIL.

12th December, 1889.

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

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

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

### AT THE GOVERNMENT HOUSE AT OTTAWA.

WEDNESDAY, 26th day of February, 1890.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

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

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

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

O. C. 5th May, 1890.

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

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

O. C. 11th April, 1890.

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

O. C. 16th May, 1890.

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

O. C. 20th May, 1890.

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

O. C. 22nd May, 1890.

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

O. C. 30th June, 1890.

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

#### ORDER IN COUNCIL.

27th September, 1890.

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

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

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

#### ORDER IN COUNCIL.

27th day of September, 1890.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

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

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

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

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

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

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

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

O. C. 31st October, 1890.

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

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

#### AT THE GOVERNMENT HOUSE AT OTTAWA.

WEDNESDAY, the 25th day of March, 1891.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

His Excellency, having had under consideration the Tariff of Tolls on the Canals of the Dominion, and the several Orders in Council under which a special rate has, from time to time, been established temporarily on certain food products passing through the Welland Canal and through the St. Lawrence Canals for shipment at Montreal and ports east of Montreal, is pleased to order in virtue of the powers vested in him by Chapter 37 of the Revised Statutes, intituled : "An Act respecting the Department of Railways and Canals," and by and with the advice of the Queen's Privy Council for Canada, that the following amendments shall be and the same are hereby made to the Tariff of Tolls in force on the said Canals, viz. :—

A refund shall be made on the tolls collected on wheat, Indian corn, pease, barley, rye, and (if for export) oats, which may be carried through the Welland Canal and the St. Lawrence Canals to Montreal, or any port east of Montreal.

The refund shall be such as to reduce the tolls to two cents per ton of the said products or any of them, and the conditions of such refund shall be the following :—

1. The products aforesaid, on which the refund may be claimed, shall be shown to have been originally shipped from Montreal or some port east of Montreal before entering the Welland Canal, and

2. Shall be shown to have been actually carried to Montreal or some port east of Montreal.

3. Transhipment, if at a Canadian intermediate port, shall not prevent the refund aforesaid being made.

This Order in Council shall remain in force only for the present year, 1891.

(Signed)

JOHN J. MCGEE,

*Clerk, Privy Council.*

The Right Honourable

The Minister of Railways and Canals.

#### AT THE GOVERNMENT HOUSE AT OTTAWA.

WEDNESDAY, the 29th day of April, 1891.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

His Excellency, under the authority conferred upon him by Chapter 37 of the Revised Statutes, intituled : "An Act respecting the Department of Railways and Canals," and by and with the advice of the Queen's Privy Council for Canada, is pleased to order that the provisions of the Order in Council of the 25th day of March, 1891, authorizing the reduction of toll to two cents (2 cts.) per ton for the passage through the Welland and St. Lawrence Canals of certain agricultural products therein named, shall be understood to apply to any portions of such cargoes lightered at Port Colborne and re-shipped at Port Dalhousie, and also that the provisions of the said Order be made applicable to the therein named products when shipped from Canadian Lake Ontario ports.

(Signed)

JOHN J. MCGEE,

*Clerk, Privy Council.*

The Right Honourable

The Minister of Railways and Canals.

## AT THE GOVERNMENT HOUSE, AT OTTAWA.

WEDNESDAY, the 29th day of April, 1891.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

His Excellency, in virtue of the provisions of Chapter 37 of the Revised Statutes, intituled : "An Act respecting the Department of Railways and Canals," and by and with the advice of the Queen's Privy Council for Canada, is pleased to order that the provisions of the Orders in Council dated respectively the 22nd day of May, 1890, and the 30th day of June, 1890, under which, in the case of steamers specially chartered for the conveyance of excursion parties going and returning in the same boat on the same day, one-half only of the usual rates of passenger tolls were charged for passage through the Lachine Canal and the Ste. Anne Lock, and for passage through the Welland Canal, in the case of excursion parties leaving Toronto or Hamilton for St. Catharines, be continued in force for the forthcoming season of navigation only, adding to the said provisions, however, for the forthcoming season, that this conditionally reduced rate shall apply to excursion parties leaving St. Catharines for Toronto or Hamilton.

(Signed)

JOHN J. MCGEE,

*Clerk, Privy Council.*

The Right Honourable

The Minister of Railways and Canals.

CERTIFIED *Copy of a Report of a Committee of the Honourable the Privy Council, approved by His Excellency the Governor General in Council, on the 18th May, 1891.*

The Committee, on the recommendation of the Minister of Railways and Canals, advise with reference to the Orders in Council dated respectively the 25th of March and the 29th of April last, authorizing the reduction of canal tolls on certain food products, the provisions of which Orders are carried out by way of refund of the excess tolls paid, that such refunds be made at the close of the present season, on or about the 1st day of December, and not during the season as heretofore.

(Signed)

JOHN J. MCGEE,

*Clerk, Privy Council.*

The Right Honourable

The Minister of Railways and Canals.

## AT THE GOVERNMENT HOUSE, AT OTTAWA.

MONDAY, the 18th day of May, 1891.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

His Excellency, in virtue of the powers vested in him by Section 13 of Chapter 37 of the Revised Statutes, intituled : "An Act respecting the Department of Railways and Canals," and by and with the advice of the Queen's Privy Council for Canada, is pleased to order that all Government dredges and scows shall be permitted to pass through the canals free of tolls, but that such dredges and scows shall not be so passed as to interfere with the passage of other vessels of any kind whatever.

(Signed)

JOHN J. MCGEE,

*Clerk, Privy Council.*

The Right Honourable

The Minister of Railways and Canals.

O. C. 18th May, 1891.

Whereas, in consequence of the operations of the contractors for the enlargement of the Cornwall Canal, access to the river wharf opposite the town of Cornwall is temporarily prevented for the steamers of the Richelieu and Ontario Navigation Company, such steamers being obliged in place of stopping at such wharf to pass through the two locks at the lower entrance of the canal to another wharf in the town ;

His Excellency, under the authority conferred upon him by Section 13 of Chapter 37 of the Revised Statutes, intituled : "An Act respecting the Department of Railways and Canals," and by and with the advice of the Queen's Privy Council for Canada, is pleased to order that during the current season the steamers of the said Richelieu and Ontario Navigation Company shall be allowed passage free of toll through the said two locks at the lower entrance of the Cornwall Canal.

(Signed)

JOHN J. MCGEE,

*Clerk, Privy Council.*

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## HYDRAULIC AND OTHER RENTS.

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## APPENDIX

DR.

No. 26.—HYDRAULIC and other Rents, &amp;c.—

| Balance due on 1st July, 1890. | Accrued Year ended 30th June, 1891. | Total.   | Number. | Name of Work.     | Present Occupant.                      | Original Lessee.                             |
|--------------------------------|-------------------------------------|----------|---------|-------------------|--|--|
| \$ cts.                        | \$ cts.                             | \$ cts.  |         |                   |  |  |
| 280 95                         | 187 30                              | 468 25   | 1       | Welland Canal.... | Wood & Green .....                     | R. Laurie.....                               |
| 1,080 00                       | 240 00                              | 1,320 00 | 2       | do .....          | S. Neelan.....                         | R. & J. Laurie.....                          |
| 90 00                          | 20 00                               | 110 00   | 3       | do .....          | do .....                               | do .....                                     |
| 1,050 00                       | 176 00                              | 1,226 00 | 4       | do .....          | do .....                               | A. Muir.....                                 |
|                                |                                     | 1,050 00 | 5       | do .....          | Andrews & Son.....                     | Donaldson, Andrews & Ross .....              |
| 1,270 50                       |                                     | 1,270 50 | 6       | do .....          |  | do .....                                     |
| 200 00                         | 100 00                              | 300 00   | 7       | do .....          |  | Wm. Hutchison.....                           |
| 910 00                         | 260 00                              | 1,170 00 | 8       | do .....          | Tuttle, Date & Rodden.....             | J. L. Ranney.....                            |
| 375 00                         | 150 00                              | 525 00   | 9       | do .....          | S. Neelan.....                         | C. Phelps.....                               |
| 100 00                         | 40 00                               | 140 00   | 10      | do .....          | Norris & Neelan .....                  | do .....                                     |
| 167 66                         | 167 66                              | 335 32   | 11      | do .....          | Whitman & Barnes Manufacturing Co..... | R. Collier.....                              |
| 280 00                         | 140 00                              | 420 00   | 12      | do .....          | J. B. Smith.....                       | Thos. Towers.....                            |
| 250 00                         | 500 00                              | 750 00   | 13      | do .....          |  | St. Catharines Water Power Co.....           |
|                                | 20 00                               | 20 00    | 14      | do .....          |  | St. Catharines and Welland Gas-light Co..... |
| 750 00                         | 75 00                               | 825 00   | 15      | do .....          |  | J. C. & J. Gillespie.....                    |
| 35 00                          |                                     | 35 00    | 16      | do .....          |  | St. Catharines Street Ry. Co.....            |
| 100 50                         |                                     | 100 50   | 17      | do .....          |  | John F. Rees.....                            |
|                                | 75 00                               | 75 00    | 18      | do .....          |  | Whitman & Barnes Manufacturing Co.....       |
| 10 00                          | 10 00                               | 20 00    | 19      | do .....          |  | H. Jarvis.....                               |
| 540 00                         | 216 00                              | 756 00   | 20      | do .....          | McLeary & McLean.....                  | Wm. Beatty.....                              |
| 240 00                         | 240 00                              | 480 00   | 21      | do .....          | Lybster Cotton Co .....                | Gordon & McKay.....                          |
| 120 00                         | 240 00                              | 360 00   | 22      | do .....          |  | John Riordon.....                            |
| 100 00                         | 200 00                              | 300 00   | 23      | do .....          |  | do .....                                     |
| 206 00                         | 400 00                              | 606 00   | 24      | do .....          | Merritton Cotton Co.....               | King & Dolan .....                           |
| 400 00                         | 400 00                              | 800 00   | 25      | do .....          |  | Corporation of Village of Merritton.....     |
| 150 00                         | 60 00                               | 210 00   | 26      | do .....          |  | James Wilson.....                            |
| 100 00                         | 50 00                               | 150 00   | 27      | do .....          |  | Lybster Cotton Mills.....                    |
| 31 80                          | 63 60                               | 95 40    | 28      | do .....          | Thorold Woollen and Cotton Co .....    | Wm. Beatty.....                              |
| 50 00                          | 50 00                               | 100 00   | 29      | do .....          | John McDonagh.....                     | W. H. Ward .....                             |
| 580 00                         | 146 00                              | 726 00   | 30      | do .....          | do .....                               | do .....                                     |
| 2 00                           | 1 00                                | 3 00     | 31      | do .....          |  | St. Catharines & Niagara Central Ry. Co..... |
| 50 00                          |                                     | 50 00    | 32      | do .....          |  | John Battle.....                             |
| 160 00                         | 80 00                               | 240 00   | 33      | do .....          |  | do .....                                     |
| 111 00                         | 222 00                              | 333 00   | 34      | do .....          | Howland, Jones & Co.....               | P. Howland.....                              |
| 65 00                          | 130 00                              | 195 00   | 35      | do .....          | James Norris.....                      | Brown & Ross.....                            |
| 40 00                          | 80 00                               | 120 00   | 36      | do .....          | Arch. Dobbie.....                      | Welland Canal Loan Co.....                   |
| 55 00                          | 110 00                              | 165 00   | 37      | do .....          | C. J. Jones.....                       | McPherson & Wier.....                        |
|                                | 5 00                                | 5 00     | 38      | do .....          |  | Corporation of Thorold.....                  |
| 60 00                          | 120 00                              | 180 00   | 39      | do .....          | J. Davey, jun.....                     | John Battle.....                             |
|                                | 183 50                              | 183 50   | 40      | do .....          |  |  |
| 5,007 46                       |                                     | 5,007 46 | 41      | do .....          |  | Wright & Duncan.....                         |
| 60 00                          | 20 00                               | 80 00    | 42      | do .....          |  | P. H. Musson .....                           |
| 940 00                         |                                     | 940 00   | 43      | do .....          | J. & J. Abbey.....                     | McFarland & Lemon.....                       |
| 86 00                          | 86 00                               | 172 00   | 44      | do .....          |  | John Hill .....                              |
| 710 00                         |                                     | 710 00   | 45      | do .....          | S. Neelon.....                         | Pt. Robinson Dry Dock Co.....                |

## A.—Continued.

## Lessees Accounts, 1890-91.

Cr.

| Description of Property.   | Number. | Date to which the Account is made up. | Abatement Authorized. | Paid during Fiscal Year. | Balance due 30th June, 1891. | Total.   |
|--|---------|---------------------------------------|-----------------------|--------------------------|------------------------------|----------|
|  |         |                                       | \$ cts.               | \$ cts.                  | \$ cts.                      | \$ cts.  |
| Grist mill, waste weir No. 1, Port Dalhousie.....                        | 1       | June 30, '91                          |                       | 93 65                    | 374 60                       | 468 25   |
| Mill lot do do .....   | 2       | do 30, '91                            |                       |                          | 1,320 00                     | 1,320 00 |
| Lot near do do .....   | 3       | do 30, '91                            |                       |                          | 110 00                       | 110 00   |
| Docks near do do .....   | 4       | do 30, '91                            |                       | 88 00                    | 88 00                        | 176 00   |
| Dry dock, part of lock No. 1 do .....                                    | 5       | Jan. 1, '82                           |                       |                          | 1,050 00                     | 1,050 00 |
| Saw mill, waste wier No. 1 do .....                                      | 6       | do 1, '82                             |                       |                          | 1,270 50                     | 1,270 50 |
| Wharf lot, east end east pier do .....                                   | 7       | June 30, '91                          |                       |                          | 300 00                       | 300 00   |
| Union mill, near lock No. 2, St. Catharines.....                         | 8       | do 30, '91                            |                       |                          | 1,170 00                     | 1,170 00 |
| Merchants red mill do .....  | 9       | do 30, '91                            |                       | 456 00                   | 75 00                        | 525 00   |
| Wharf at lock No. 4 do .....   | 10      | do 30, '91                            |                       |                          | 140 00                       | 140 00   |
| Saw mill at lock No. 5 do .....  | 11      | do 30, '91                            |                       | 167 66                   | 167 66                       | 335 32   |
| Grist mill at new lock No. 10 do .....                                   | 12      | do 30, '91                            |                       |                          | 420 00                       | 420 00   |
| Water power, from locks 3 to 11 do .....                                 | 13      | do 30, '91                            |                       | 500 00                   | 250 00                       | 750 00   |
| Wharf lot at lock No. 4 do .....   | 14      | Jan. 1, '92                           |                       | 20 00                    |                              | 20 00    |
| Lot near lock No. 5 do .....   | 15      | Oct. 1, '91                           |                       |                          | 825 00                       | 825 00   |
| Privilege of placing bridge over water way, St. Catharines.....          | 16      | do 1, '86                             |                       |                          | 35 00                        | 35 00    |
| 16½ acres of lot 11, con. 7, of ground for pasture, St. Catharines ..... | 17      | Mar. 1, '85                           |                       |                          | 100 50                       | 100 50   |
| Old lock-house at lock No. 6, St. Catharines.....                        | 18      | Oct. 1, '91                           |                       | 75 00                    |                              | 75 00    |
| Part of lot 16, con. 4, ground for sail loft, St. Catharines .....       | 19      | July 1, '92                           |                       | 10 00                    | 10 00                        | 20 00    |
| Saw mill at lock No. 20, Merritton.....                                  | 20      | June 30, '91                          |                       |                          | 756 00                       | 756 00   |
| Cotton factory at lots 12, 13 and 14 do .....                            | 21      | do 30, '91                            |                       |                          | 480 00                       | 480 00   |
| Water lots at lots 16, 18, 19 and 21 do .....                            | 22      | do 30, '91                            |                       | 240 00                   | 120 00                       | 360 00   |
| Paper factory, lot 17 do .....   | 23      | do 30, '91                            |                       | 200 00                   | 100 00                       | 300 00   |
| Water supply to cotton mills do .....                                    | 24      | do 30, '91                            |                       | 400 00                   | 200 00                       | 600 00   |
| Lot between lock No. 25 and guard-gates do ..                            | 25      | do 30, '91                            |                       |                          | 800 00                       | 800 00   |
| Water supply at Merritton do .....                                       | 26      | do 30, '91                            |                       | 120 00                   | 90 00                        | 210 00   |
| Part of lots 11 and 12, con. 10 do .....                                 | 27      | Feb. 1, '92                           |                       |                          | 150 00                       | 150 00   |
| Tannery at lock No. 22, Thorold.....                                     | 28      | June 30, '91                          |                       | 63 60                    | 31 80                        | 95 40    |
| Factory do 23 do .....   | 29      | do 30, '91                            |                       |                          | 100 00                       | 100 00   |
| Saw mill at lock 23, Thorold .....                                       | 30      | June 30, '92                          |                       |                          | 726 00                       | 726 00   |
| Tracks through the towns of Thorold and Merritton                        | 31      | Oct. 1, '91                           |                       |                          | 3 00                         | 3 00     |
| Wharf and right of way over raceway at lock No. 25, Thorold.....         | 32      |                                       | 50 00                 |                          |                              | 50 00    |
| Plaster mills at lock No. 25, Thorold.....                               | 33      | June 30, '91                          |                       |                          | 240 00                       | 240 00   |
| Grist mills do 25 do .....   | 34      | do 30, '91                            |                       | 111 00                   | 222 00                       | 333 00   |
| Merchants mill do 23 do .....  | 35      | do 30, '91                            |                       | 130 00                   | 65 00                        | 195 00   |
| Machine shop do 22 do .....  | 36      | do 30, '91                            |                       |                          | 120 00                       | 120 00   |
| do do 23 do .....  | 37      | do 30, '91                            |                       |                          | 165 00                       | 165 00   |
| Part of lot No. 17, near lock No. 24, Thorold.....                       | 38      | Oct. 1, '91                           |                       |                          | 5 00                         | 5 00     |
| Water lot, Thorold.....  | 39      | June 30, '91                          |                       |                          | 180 00                       | 180 00   |
| Lock house, Merritton.....   | 40      | do 30, '91                            |                       | 183 50                   |                              | 183 50   |
| Grist mill, Allanburg.....   | 41      | Jan. 1, '82                           |                       |                          | 5,007 46                     | 5,007 46 |
| Storehouse do .....  | 42      | April 1, '91                          |                       |                          | 80 00                        | 80 00    |
| Saw mill, Port Robinson .....  | 43      | Feb. 1, '76                           |                       |                          | 940 00                       | 940 00   |
| Grist mill do .....  | 44      | June 30, '91                          |                       | 43 00                    | 129 00                       | 172 00   |
| Water to float vessels, Port Robinson.....                               | 45      | do 30, '91                            |                       |                          | 710 00                       | 710 00   |



## APPENDIX

Dr.

No. 26.—HYDRAULIC and other Rents, &amp;c.—

| Balance due on 1st July, 1890. | Accrued year ended 30th June, 1890. | Total.      | Number. | Name of Work.      | Present Occupant.          | Original Lessee.                          |
|--------------------------------|-------------------------------------|-------------|---------|--------------------|----------------------------|---|
| \$ cts.                        | \$ cts.                             | \$ cts.     |         |                    |                            |   |
| 141 15                         |                                     | 141 15 46   |         | Welland Canal      | Henderson Bros.            | Eli Mead.                                 |
| 151 30                         |                                     | 151 30 47   |         | do                 | do                         | A. Sherwood.                              |
| 300 00                         |                                     | 300 00 48   |         | do                 | do                         | Henderson Bros.                           |
| 40 00                          |                                     | 40 00 49    |         | do                 |                            | F. O. White.                              |
|                                | 1 00                                | 1 00 50     |         | do                 |                            | Grand Trunk Railway.                      |
|                                | 1 00                                | 1 00 51     |         | do                 |                            | Corporation of County of Welland          |
| 90 00                          | 45 00                               | 135 00 52   |         | do                 |                            | Phelp Bros.                               |
| 80 60                          | 20 00                               | 100 00 53   |         | do                 |                            | James Bridges.                            |
| 4 00                           | 1 00                                | 5 00 54     |         | do                 |                            | H. A. Rose.                               |
|                                | 120 00                              | 120 00 55   |         | do                 |                            | C. J. Page & Co.                          |
|                                | 120 00                              | 120 00 56   |         | do                 |                            | Corporation of Town of Welland            |
|                                | 5 00                                | 5 00 57     |         | do                 |                            | Coleb Swayze.                             |
| 12 50                          | 25 00                               | 37 50 58    |         | do                 | L. G. Carter               | A. K. Schofield.                          |
|                                | 20 00                               | 20 00 59    |         | do                 |                            | Welland Railway Co.                       |
| 12 50                          | 25 00                               | 37 50 60    |         | do                 | J. & F. Conlin.            | John Gordon.                              |
|                                | 1 00                                | 1 00 61     |         | do                 |                            | Corporation of Port Colborne              |
|                                | 24 00                               | 24 00 62    |         | do                 |                            | L. McGlashan.                             |
| 719 86                         | 160 00                              | 879 86 63   |         | do                 | Edward Lee                 | John Graybiel.                            |
| 50 00                          | 10 00                               | 60 00 64    |         | do                 |                            | Alex. Lattimore.                          |
| 986 97                         | 143 00                              | 1,129 97 65 |         | do                 | A. McDonald.               | Wm. Melanby.                              |
| 570 00                         | 180 00                              | 750 00 66   |         | do                 | R. Chambers.               | H. & N. Davis.                            |
| 613 94                         | 130 00                              | 743 94 67   |         | do                 | S. & J. Haney              | S. Darling.                               |
| 315 61                         | 80 00                               | 395 61 68   |         | do                 | S. Walthe & Co.            | L. J. Weatherly.                          |
| 809 72                         | 113 00                              | 922 72 69   |         | do                 | S. & J. Haney              | Brown & Merritt.                          |
| 230 00                         | 153 34                              | 383 34 70   |         | do                 | Wm. Schofield.             | L. Brocklebank.                           |
| 1,051 50                       | 208 00                              | 1,259 50 71 |         | do                 | M. A. Smith.               | Chisholm & Miner.                         |
| 70 00                          |                                     | 70 00 72    |         | do                 |                            | John Taylor.                              |
| 60 00                          |                                     | 60 00 73    |         | do                 |                            | Geo. Wallace.                             |
| 230 00                         | 115 00                              | 345 00 74   |         | do                 |                            | Rolston & Haskins.                        |
|                                | 360 00                              | 360 00 75   |         | do                 | Moody & Son.               | R. F. Lattimore.                          |
| 23,346 92                      | 7,324 40                            | 30,671 32   |         |                    |                            |   |
|                                | 246 00                              | 246 00      | 1       | Williamsburg Canal |                            | Wm. Gibson.                               |
| 4,800 00                       | 160 00                              | 4,960 00    | 2       | do                 | Edwardsburg Starch Factory | Benson & Aspden.                          |
| 1,492 62                       | 210 00                              | 1,702 62    | 3       | do                 | P. O'Keef                  | P. Carmen.                                |
| 45 00                          | 5 00                                | 50 00       | 4       | do                 |                            | J. C. Irvine.                             |
|                                | 12 00                               | 12 00       | 5       | do                 |                            | W. T. Benson.                             |
|                                | 5 00                                | 5 00        | 6       | do                 | E. E. Gilbert.             | Wm. Clegg.                                |
|                                | 5 00                                | 5 00        | 7       | do                 |                            | John Reid.                                |
| 70 00                          | 140 00                              | 210 00      | 8       | do                 |                            | M. F. Beach.                              |
| 70 00                          | 140 00                              | 210 00      | 9       | do                 | Cameron & McInnis.         | J. Molson, jun.                           |
| 80 00                          | 20 00                               | 100 00      | 10      | do                 |                            | W. M. Doran.                              |
| 24 00                          | 24 00                               | 48 00       | 11      | do                 |                            | J. H. Ross.                               |
| 35 00                          | 70 00                               | 105 00      | 12      | do                 |                            | Municipality of Iroquois                  |
|                                | 1 00                                | 1 00        | 13      | do                 |                            | School Trustees                           |
| 10 00                          | 10 00                               | 20 00       | 14      | do                 |                            | Sydney Shaver.                            |
|                                | 70 00                               | 70 00       | 15      | do                 |                            | Corporation of the Village of Morrisburg. |
| 6,626 62                       | 1,118 00                            | 7,744 62    |         |                    |                            |   |

## A.—Continued.

## Lessees' Accounts, 1850-91—Continued.

CR.

| Description of Property.  | Number. | Date to which the Account is made up. | Abatement authorized. | Paid during Fiscal Year. | Balance due 30th June, 1891. | Total.    |
|---|---------|---------------------------------------|-----------------------|--------------------------|------------------------------|-----------|
|   |         |                                       | 8 cts.                | 8 cts.                   | 8 cts.                       | 8 cts.    |
| Wharf lot, Welland.   | 46      | Dec. 31, '66                          |                       |                          | 141 15                       | 141 15    |
| do  | 47      | do 31, '66                            |                       |                          | 151 30                       | 151 30    |
| do  | 48      | June 30, '78                          |                       |                          | 300 00                       | 300 00    |
| Lot for pasture, Welland.                                       | 49      | April 1, '84                          |                       |                          | 40 00                        | 40 00     |
| Water supply, through a 10 inch pipe, Welland.                  | 50      | Dec. 1, '92                           |                       |                          | 1 00                         | 1 00      |
| do to court house do  | 51      | June 30, '91                          |                       |                          | 1 00                         | 1 00      |
| Surplus water, in winter only, near aqueduct, Welland.          | 52      | Jan. 1, '92                           |                       | 45 00                    | 90 00                        | 135 00    |
| Lot on west main street, Welland.                               | 53      | Aug. 1, '90                           |                       |                          | 100 00                       | 100 00    |
| Lot for building purposes do                                    | 54      | Mar. 1, '91                           |                       |                          | 5 00                         | 5 00      |
| Water power for town of do                                      | 55      | Oct. 1, '91                           |                       | 120 00                   |                              | 120 00    |
| do for pump house, &c., Welland.                                | 56      | Jan. 1, '92                           |                       | 80 00                    | 40 00                        | 120 00    |
| Building lot, Welland.  | 57      | July 1, '92                           |                       | 5 00                     |                              | 5 00      |
| Wharf lot, Port Colborne.                                       | 58      | June 30, '91                          |                       |                          | 37 50                        | 37 50     |
| Lot for elevator, Port Colborne.                                | 59      | Jan. 1, '91                           |                       | 20 00                    |                              | 20 00     |
| Lot for wood and coal yard, Port Colborne.                      | 60      | June 30, '91                          |                       | 37 50                    |                              | 37 50     |
| Roadway across canal lands to G. T. R. crossing, Port Colborne. | 61      | Nov. 1, '92                           |                       | 1 00                     |                              | 1 00      |
| Lots for factory at village of Petersburg.                      | 62      | Mar. 1, '92                           |                       | 24 00                    |                              | 24 00     |
| Grist mill, Marshville.   | 63      | June 30, '91                          |                       | 497 67                   | 382 19                       | 879 86    |
| Part of lots 18 and 19, con. 4, Wainfleet, Marshville.          | 64      | July 1, '92                           |                       |                          | 60 00                        | 60 00     |
| Saw mill, Broad Creek   | 65      | June 30, '91                          |                       |                          | 1,129 97                     | 1,129 97  |
| Grist and saw mill, Dunnville.                                  | 66      | do 30, '91                            |                       |                          | 750 00                       | 750 00    |
| Grist mill do   | 67      | do 30, '91                            |                       |                          | 743 94                       | 743 94    |
| Carding mill do   | 68      | do 30, '91                            |                       |                          | 395 61                       | 395 61    |
| Plaster mill do   | 69      | do 30, '91                            |                       |                          | 922 72                       | 922 72    |
| Gristmill do  | 70      | do 30, '91                            |                       |                          | 383 34                       | 383 34    |
| Saw mill do   | 71      | do 30, '91                            |                       |                          | 1,259 50                     | 1,259 50  |
| Wharf lot do  | 72      | Jan. 1, '82                           |                       |                          | 70 00                        | 70 00     |
| Lot for tannery do  | 73      | Mar. 1, '84                           |                       |                          | 60 00                        | 60 00     |
| Water power for electric light, Dunnville                       | 74      | Jan. 1, '92                           |                       |                          | 345 00                       | 345 00    |
| Water lot, Dunnville  | 75      | do 1, '91                             |                       |                          | 360 00                       | 360 00    |
|   |         |                                       | 50 00                 | 3,725 58                 | 26,895 74                    | 30,671 32 |
| Grist mill, Mill street, Cardinal.                              | 1       | June 30, '91                          |                       | 123 00                   | 123 00                       | 246 00    |
| Starch factory, Edwardsburg.                                    | 2       | do 30, '91                            |                       |                          | 4,960 00                     | 4,960 00  |
| Tannery do  | 3       | do 30, '91                            |                       |                          | 1,702 62                     | 1,702 62  |
| Part of lot 6, con. 1 do  | 4       | July 1, '90                           |                       |                          | 50 00                        | 50 00     |
| Pasture grounds, Galops Canal.                                  | 5       | Mar. 1, '92                           |                       | 12 00                    |                              | 12 00     |
| do do   | 6       | Aug. 1, '92                           |                       | 5 00                     |                              | 5 00      |
| Lot near do   | 7       | do 1, '92                             |                       | 5 00                     |                              | 5 00      |
| Grist mill at Matilda Lock.                                     | 8       | June 30, '91                          |                       | 140 00                   | 70 00                        | 210 00    |
| do do   | 9       | do 30, '91                            |                       | 140 00                   | 70 00                        | 210 00    |
| Wharf lot, No. 2, Point Iroquois.                               | 10      | Aug. 30, '91                          |                       |                          | 100 00                       | 100 00    |
| do 1 do   | 11      | Dec. 1, '91                           |                       |                          | 48 00                        | 48 00     |
| Water lot and surplus water for pumping engine.                 | 12      | June 30, '91                          |                       | 70 00                    | 35 00                        | 105 00    |
| Lot for school purposes, No. 4, Matilda.                        | 13      | May 1, '92                            |                       |                          | 1 00                         | 1 00      |
| Part of lot No. 32, con. 1, Matilda.                            | 14      | do 1, '92                             |                       | 10 00                    | 10 00                        | 20 00     |
| Water lot and water power to drive pumping machine              | 15      | Jan. 1, '92                           |                       | 70 00                    |                              | 70 00     |
|   |         |                                       |                       | 575 00                   | 7,169 62                     | 7,744 62  |

## APPENDIX

Dr.

No. 26.—HYDRAULIC and other Rents, &amp;c.—

| Balance due on 1st July, 1890. | Accrued, year ended 30th June, 1891. | Total.   | Number. | Name of Work.     | Present Occupant.       | Original Lessee.                |
|--------------------------------|--------------------------------------|----------|---------|-------------------|-------------------------|---------------------------------|
| ¢ cts.                         | ¢ cts.                               | ¢ cts.   |         |                   |                         |                                 |
| 120 00                         | 240 00                               | 360 00   | 1       | Cornwall Canal    | ✓                       | Andrew Hodge                    |
| 75 00                          | 150 00                               | 225 00   | 2       | do                | Permanent Loan Co.      | A. F. Gault                     |
|                                | 135 00                               | 135 00   | 3       | do                |                         | Geo. Stephen                    |
|                                | 120 00                               | 120 00   | 4       | do                |                         | Stormont Cotton Co.             |
|                                | 25 00                                | 25 00    | 5       | do                |                         | Flack Bros.                     |
| 10 00                          |                                      | 10 00    | 6       | do                |                         | Loney & Campbell                |
|                                | 120 00                               | 120 00   | 7       | do                |                         | Toronto Paper Co                |
| 10 00                          | 5 00                                 | 15 00    | 8       | do                |                         | do                              |
| 270 00                         |                                      | 270 00   | 9       | do                |                         | W. D. & G. C. Wood              |
| 60 00                          | 20 00                                | 80 00    | 10      | do                |                         | Henry Harrison                  |
| 247 50                         |                                      | 247 50   | 11      | do                |                         | J. & C. H. Wood                 |
| 792 50                         | 815 00                               | 1,607 50 |         |                   |                         |                                 |
| 60 00                          |                                      | 60 00    | 1       | Beauharnois Canal |                         | St. Amour & Co                  |
| 100 00                         |                                      | 100 00   | 2       | do                | N. Papineau             | D. P. Pease                     |
| 60 00                          | 20 00                                | 80 00    | 3       | do                |                         | J. Demers & Co.                 |
| 40 00                          | 20 00                                | 60 00    | 4       | do                |                         | M. Julien                       |
| 418 50                         |                                      | 418 50   | 5       | do                |                         | A. Buntin                       |
| 500 00                         | 1,000 00                             | 1,500 00 | 6       | do                |                         | do                              |
| 20 00                          | 20 00                                | 40 00    | 7       | do                |                         | do                              |
| 60 00                          | 120 00                               | 180 00   | 8       | do                | T. & N. Bolduc          | F. X. Poitras                   |
| 120 00                         | 120 00                               | 240 00   | 9       | do                | J. Wattie               | P. Poulin                       |
| 1,200 00                       | 400 00                               | 1,600 00 | 10      | do                |                         | Montreal Cotton Co              |
| 20 00                          | 20 00                                | 40 00    | 11      | do                |                         | do                              |
|                                | 40 00                                | 40 00    | 12      | do                |                         | Jas. T. Anderson                |
| 35 00                          | 35 00                                | 70 00    | 13      | do                |                         | Lake St. Francis Navigation Co  |
| 23 00                          | 23 00                                | 46 00    | 14      | do                | Valleyfield Canning Co. | R. N. Walsh                     |
| 69 00                          | 23 00                                | 92 00    | 15      | do                |                         | Jas. Anderson                   |
| 80 00                          | 20 00                                | 100 00   | 16      | do                | E. Dion                 | C. E. Wilson                    |
| 120 00                         | 40 00                                | 160 00   | 17      | do                |                         | O. Trempe                       |
| 60 00                          | 20 00                                | 80 00    | 18      | do                | Jas. T. Anderson        | J. Cardinal                     |
|                                | 10 00                                | 10 00    | 19      | do                |                         | O. Longtin                      |
| 20 00                          | 20 00                                | 40 00    | 20      | do                |                         | O. P. Dennie                    |
|                                | 15 00                                | 15 00    | 21      | do                |                         | Estate A. Hodge                 |
|                                | 14 00                                | 14 00    | 22      | do                |                         | Alex. Cockburn                  |
| 40 00                          | 40 00                                | 80 00    | 23      | do                |                         | Robt. Steele                    |
|                                | 30 00                                | 30 00    | 24      | do                |                         | Louis Leduc                     |
| 20 00                          | 20 00                                | 40 00    | 25      | do                |                         | E. French                       |
| 32 00                          | 8 00                                 | 40 00    | 26      | do                |                         | S. A. Brodeur                   |
|                                | 40 00                                | 40 00    | 27      | do                |                         | J. H. Wilson                    |
| 45 00                          | 15 00                                | 60 00    | 28      | do                |                         | Col. McPhee                     |
| 20 00                          | 10 00                                | 30 00    | 29      | do                | F. X. Barbeau           | J. Larocque                     |
| 60 00                          | 20 00                                | 80 00    | 30      | do                |                         | Jas. Wattie                     |
|                                | 20 00                                | 20 00    | 31      | do                | Estate Jas. McDonald    | Jas. McDonald                   |
| 15 00                          | 15 00                                | 30 00    | 32      | do                |                         | Estate Jas. McDonald            |
| 105 00                         | 105 00                               | 210 00   | 33      | do                |                         | Corp. Town of Salisbury         |
|                                | 105 00                               | 105 00   | 34      | do                |                         | Valleyfield Electric Co.        |
| 40 00                          | 20 00                                | 60 00    | 35      | do                |                         | Lake St. Francis Navigation Co. |
| 30 00                          | 10 00                                | 40 00    | 36      | do                |                         | A. McPhee & Co.                 |

## A—Continued.

## Lessees' Accounts, 1890-91—Continued.

CR.

| Description of Property.  | Number. | Date at which the Account is made up. | Abatement authorized. | Paid during Fiscal Year. | Balance due 30th June, 1891. | Total.   |
|---|---------|---------------------------------------|-----------------------|--------------------------|------------------------------|----------|
|   |         |                                       | \$ cts.               | \$ cts.                  | \$ cts.                      | \$ cts.  |
| Flour and grist mill, lots 3 and 4.....                             | 1       | June 30, '91                          |                       | 240 00                   | 120 00                       | 360 00   |
| Hydraulic lot No. 6, south side.....                                | 2       | do 30, '91                            |                       | 150 00                   | 75 00                        | 225 00   |
| do No. 7.....   | 3       | Jan. 1, '91                           |                       | 135 00                   |                              | 135 00   |
| do No. 6.....   | 4       | do 1, '91                             |                       | 120 00                   |                              | 120 00   |
| Lot on south side Water street for coal yard.....                   | 5       | July 1, '91                           |                       | 25 00                    |                              | 25 00    |
| Tract of land south limit of Water street, Cornwall                 | 6       | April 1, '91                          | 10 00                 |                          |                              | 10 00    |
| Surplus water for paper mill at lock No. 18.....                    | 7       | Jan. 1, '91                           |                       | 120 00                   |                              | 120 00   |
| Pipe under canal above lock 18.....                                 | 8       | April 1, '92                          |                       |                          | 15 00                        | 15 00    |
| Hydraulic lots Nos. 1 and 2, north side.....                        | 9       | June 30, '78                          |                       |                          | 270 00                       | 270 00   |
| Wharf lot, Moulinette.....  | 10      | May 1, '92                            |                       |                          | 80 00                        | 80 00    |
| do near lock No. 20.....  | 11      | June 30, '81                          |                       |                          | 247 50                       | 247 50   |
|   |         |                                       | 10 00                 | 790 00                   | 807 50                       | 1,607 50 |
| Wharf lot, St. Cecile Valleyfield, old balance, lease No. 2618..... | 1       | July 1, '68                           |                       |                          | 60 00                        | 60 00    |
| Wharf lot, St. Timothy, Valleyfield, old balance..                  | 2       | Jan. 1, '64                           |                       |                          | 100 00                       | 100 00   |
| do St. Cecile do.....   | 3       | May 1, '91                            |                       |                          | 80 00                        | 80 00    |
| Lot for shed above St. Timothy bridge, Valleyfield                  | 4       | June 1, '92                           |                       |                          | 60 00                        | 60 00    |
| Paper mill, lots 1, 2 and 3, Valleyfield, old lease..               | 5       | do 30, '89                            |                       | 418 50                   |                              | 418 50   |
| Lots Nos. 1, 2, 3, 4 and 5, below lower dam, Valleyfield.....       | 6       | Jan. 1, '91                           |                       | 1,500 00                 |                              | 1,500 00 |
| Lot on corner of St. Timothy and lower dam road, Valleyfield.....   | 7       | May 1, '92                            |                       | 20 00                    |                              | 40 00    |
| Saw mill, lot 1, building lot, Valleyfield.....                     | 8       | June 30, '91                          |                       | 120 00                   | 60 00                        | 180 00   |
| Woollen mill, lot 2, building lot, Valleyfield.....                 | 9       | do 30, '91                            |                       | 120 00                   | 120 00                       | 240 00   |
| Lots at head of canal do.....                                       | 10      | do 30, '91                            |                       | 1,200 00                 | 400 00                       | 1,600 00 |
| Cadastral lot 845 for public park do.....                           | 11      | Jan. 1, '92                           |                       | 20 00                    | 20 00                        | 40 00    |
| do 846, Grande Isle do.....   | 12      | July 1, '91                           |                       |                          | 40 00                        | 40 00    |
| Wharf and shed above guard lock do.....                             | 13      | May 1, '92                            |                       | 35 00                    | 35 00                        | 70 00    |
| Wharf and storehouse do do.....                                     | 14      | Aug. 30, '92                          |                       |                          | 46 00                        | 46 00    |
| do do do do.....  | 15      | June 30, '90                          |                       |                          | 92 00                        | 92 00    |
| do do do do.....  | 16      | Nov. 1, '91                           |                       |                          | 100 00                       | 100 00   |
| Part of lot 830 do do.....  | 17      | Sept. 1, '91                          |                       |                          | 160 00                       | 160 00   |
| Lot 101 and 116 do do.....  | 18      | June 1, '92                           |                       | 20 00                    | 60 00                        | 80 00    |
| Reserve guard lock, Valleyfield.....                                | 19      | Dec. 1, '91                           |                       | 10 00                    |                              | 10 00    |
| do do do do.....  | 20      | do 1, '91                             |                       | 20 00                    | 20 00                        | 40 00    |
| do do do do.....  | 21      | do 1, '91                             |                       |                          | 15 00                        | 15 00    |
| do do do do.....  | 22      | do 1, '91                             |                       | 14 00                    |                              | 14 00    |
| Lot above do do.....  | 23      | May 1, '92                            |                       | 40 00                    | 40 00                        | 80 00    |
| Lot for ship yard above guard lock, Valleyfield...                  | 24      | Sept. 1, '91                          |                       | 30 00                    |                              | 30 00    |
| Part of lot 1 for piling ground, above guard lock Valleyfield.....  | 25      | do 1, '91                             |                       |                          | 40 00                        | 40 00    |
| Lot above guard lock, Valleyfield.....                              | 26      | Oct. 1, '91                           |                       |                          | 40 00                        | 40 00    |
| Part of lot 1 for coal yard, above guard lock, Valleyfield.....     | 27      | July 1, '91                           |                       | 40 00                    |                              | 40 00    |
| Wharf lot, south side canal, guard lock, Valleyfield                | 28      | Nov. 15, '91                          |                       |                          | 60 00                        | 60 00    |
| Reserve, head of canal do.....                                      | 29      | Sept. 1, '91                          |                       |                          | 30 00                        | 30 00    |
| Lot on rear of lots 1 and 2 do.....                                 | 30      | July 1, '91                           |                       |                          | 80 00                        | 80 00    |
| Portion of lot 830 for grist mill do.....                           | 31      | do 1, '91                             |                       | 20 00                    |                              | 20 00    |
| do 830 for yard, &c., to mill do.....                               | 32      | Oct. 1, '91                           |                       |                          | 30 00                        | 30 00    |
| do 830 and privilege to construct a flume to Grand Isle.....        | 33      | June 30, '91                          |                       | 105 00                   | 105 00                       | 210 00   |
| do 830, Valleyfield.....  | 34      | Jan. 1, '91                           |                       |                          | 105 00                       | 105 00   |
| Wharf and lot above guard lock, Valleyfield.....                    | 35      | July 1, '91                           |                       |                          | 60 00                        | 60 00    |
| Wharf and storehouse below St. Timothy bridge.                      | 36      | May 1, '92                            |                       |                          | 40 00                        | 40 00    |

APPENDIX

DR.

No. 26.—HYDRAULIC and other Rents, &c.—

| Balance due on 1st July, 1890. | Accrued year ended 30th June, 1891. | Total.   | Number. | Name of Work.     | Present Occupant. | Original Lessee.           |
|--------------------------------|-------------------------------------|----------|---------|-------------------|-------------------|----------------------------|
| \$ cts.                        | \$ cts.                             | \$ cts.  |         |                   |                   |                            |
| 30 00                          | 10 00                               | 40 00    | 37      | Beauharnois Canal |                   | A. D. Doust.               |
| 20 00                          | 10 00                               | 30 00    | 38      | do                |                   | A. L'Espérance.            |
| 1 00                           | 1 00                                | 2 00     | 39      | do                |                   | Can. Mutual Tel. Co.       |
| .....                          | 5 00                                | 5 00     | 40      | do                |                   | A. Crevier.                |
| 4 00                           | 4 00                                | 8 00     | 41      | do                |                   | Wm. Hood.                  |
| 120 00                         | 120 00                              | 240 00   | 42      | do                | S. Vieau.         | J. Meloche.                |
| 40 00                          | .....                               | 40 00    | 43      | do                |                   | E. Bergin.                 |
| 3,627 50                       | 2,588 00                            | 6,215 50 |         |                   |                   |                            |
| .....                          | 30 00                               | 30 00    | 1       | Lachine Canal     |                   | Beauharnois Navigation Co. |
| .....                          | 60 00                               | 60 00    | 2       | do                |                   | Jas. Wilson, jr.           |
| .....                          | 75 00                               | 75 00    | 3       | do                |                   | Richelieu Navigation Co.   |
| .....                          | 752 50                              | 752 50   | 4       | do                |                   | Montreal Harbour Com.      |
| 196 00                         | 392 00                              | 588 00   | 5       | do                |                   | Frothingham & Workman      |
| 132 00                         | 264 00                              | 396 00   | 6       | do                | H. McLennan.      | do                         |
| 564 00                         | 1,128 00                            | 1,692 00 | 7       | do                | Maltby & King.    | W. P. Bartley              |
| 322 50                         | 645 00                              | 967 50   | 8       | do                | Wm. Johnson & Co. | do                         |
| 322 50                         | 645 00                              | 967 50   | 9       | do                | Peck, Benny & Co. | do                         |
| .....                          | 430 00                              | 430 00   | 10      | do                |                   | Peck, Benny & Co.          |
| .....                          | 1,080 00                            | 1,080 00 | 11      | do                |                   | do                         |
| .....                          | 1,296 00                            | 1,296 00 | 12      | do                |                   | Ira Gould & Sons           |
| 430 00                         | 860 00                              | 1,290 00 | 13      | do                |                   | Pillow, Hersey & Co.       |
| 215 00                         | 430 00                              | 645 00   | 14      | do                |                   | do                         |
| 430 00                         | 860 00                              | 1,290 00 | 15      | do                | Ogilvie & Co.     | Mont. Warehousing Co.      |
| .....                          | 1 00                                | 1 00     | 16      | do                |                   | Corp. Montreal.            |
| 6,000 00                       | 1,000 00                            | 7,000 00 | 17      | do                |                   | G. & W. Tait.              |
| .....                          | 25 00                               | 25 00    | 18      | do                |                   | G. E. Jacque & Co.         |
| .....                          | 10 00                               | 10 00    | 19      | do                |                   | A. W. Ogilvie.             |
| .....                          | 80 00                               | 80 00    | 20      | do                |                   | Can. Meat Packing Co.      |
| .....                          | 100 00                              | 100 00   | 21      | do                |                   | Royal Electric Co.         |
| .....                          | 800 00                              | 800 00   | 22      | do                |                   | Mont. Coal & Elevatg. Co.  |
| .....                          | 100 00                              | 100 00   | 23      | do                |                   | Dominion Lime Co.          |
| .....                          | 1 00                                | 1 00     | 24      | do                |                   | Mont. Street Ry. Co.       |
| .....                          | 1 00                                | 1 00     | 25      | do                |                   | Corp. Montreal.            |
| .....                          | 1 00                                | 1 00     | 26      | do                |                   | do                         |
| .....                          | 1 00                                | 1 00     | 27      | do                |                   | do                         |
| .....                          | 375 00                              | 375 00   | 28      | do                |                   | Mont. Warehousing Co.      |
| .....                          | 120 00                              | 120 00   | 29      | do                |                   | Grand Trunk Railway.       |
| .....                          | 500 00                              | 500 00   | 30      | do                |                   | Hurteau Bros.              |
| .....                          | 1,066 66                            | 1,066 66 | 31      | do                |                   | Dobell, Beckett & Co.      |
| .....                          | 800 00                              | 800 00   | 32      | do                |                   | J. Burstall & Co.          |
| .....                          | 150 00                              | 150 00   | 33      | do                |                   | Acer & Kennedy.            |
| .....                          | 600 00                              | 600 00   | 34      | do                |                   | C. M. Acer.                |
| .....                          | 380 92                              | 380 92   | 35      | do                |                   | P. Poulin.                 |
| 2,205 86                       | 1,102 93                            | 3,368 79 | 36      | do                |                   | H. Bulmer, jr., & Bros.    |
| .....                          | 420 75                              | 420 75   | 37      | do                |                   | O. Dufresne & Bros.        |
| 1,368 88                       | 684 44                              | 2,053 32 | 38      | do                |                   | Bourgoin & Thibault.       |
| 3,831 18                       | 1,277 06                            | 5,108 24 | 39      | do                |                   | Henderson Lumber Co.       |
| .....                          | 174 40                              | 174 40   | 40      | do                |                   | P. McRory.                 |

## A.—Continued.

## Lessees' Accounts, 1890-91—Continued.

Cr.

| Description of Property.  | Number. | Date to which the Account is made up. | Abatement authorized. | Paid during Fiscal Year. | Balance due, 30th June, 1891. | Total.   |
|---|---------|---------------------------------------|-----------------------|--------------------------|-------------------------------|----------|
|   |         |                                       | \$ cts.               | \$ cts.                  | \$ cts.                       | \$ cts.  |
| Lot for store and wharf above St. Timothy bridge Valleyfield..      | 37      | do 1, '92                             | .....                 | .....                    | 40 00                         | 40 00    |
| Lot for store and wharf below St. Timothy bridge, Valleyfield..     | 38      | do 1, '92                             | .....                 | .....                    | 30 00                         | 30 00    |
| Privilege of placing poles on canal bank.....                       | 39      | Oct. 1, '91                           | .....                 | .....                    | 2 00                          | 2 00     |
| Lot for public scales above St. Timothy bridge, Valleyfield.....    | 40      | do 1, '91                             | .....                 | .....                    | 5 00                          | 5 00     |
| Lot on Grand Isle, east end of dam, Valleyfield..                   | 41      | April 1, '92                          | .....                 | .....                    | 8 00                          | 8 00     |
| Lot at lock 7, Melocheville.....                                    | 42      | June 30, '91                          | .....                 | 120 00                   | 120 00                        | 240 00   |
| Lot near Timothy bridge, Valleyfield.....                           | 43      | Sept. 30, '80                         | .....                 | .....                    | 40 00                         | 40 00    |
|   |         |                                       |                       | 3,852 50                 | 2,363 00                      | 6,215 50 |
| Freight shed at basin No. 1.....                                    | 1       | May 1, '92                            | .....                 | 30 00                    | .....                         | 30 00    |
| Store at do.....  | 2       | do 1, '92                             | .....                 | 60 00                    | .....                         | 60 00    |
| Freight shed at do.....   | 3       | do 1, '92                             | .....                 | 75 00                    | .....                         | 75 00    |
| Motive power for lighting wharves.....                              | 4       | Dec. 1, '90                           | .....                 | 752 50                   | .....                         | 752 50   |
| Warehouse and coal yard, lot No. 1.....                             | 5       | June 30, '91                          | .....                 | 392 00                   | 196 00                        | 588 00   |
| Grain elevator on $\frac{1}{2}$ lot No. 2.....                      | 6       | do 30, '91                            | .....                 | 264 00                   | 132 00                        | 396 00   |
| Lots 3 and 4 and $\frac{1}{2}$ lot No. 2, Basin No. 2.....          | 7       | June 30, '91                          | .....                 | 1,128 00                 | 564 00                        | 1,692 00 |
| Flour mill, lots 5 and $\frac{1}{2}$ No. 6, Basin No. 2.....        | 8       | do 30, '91                            | .....                 | 645 00                   | 322 50                        | 967 50   |
| Nail factory, lot 7 and $\frac{1}{2}$ No. 6 do.....                 | 9       | do 30, '91                            | .....                 | 645 00                   | 322 50                        | 967 50   |
| do 8.....   | 10      | May 1, '91                            | .....                 | 430 00                   | .....                         | 430 00   |
| Elevator and store, lots 9, 10 and 11.....                          | 11      | Apr. 1, '91                           | .....                 | 1,080 00                 | .....                         | 1,080 00 |
| Flour mill and store on lots 12, 13 and 14.....                     | 12      | do 1, '91                             | .....                 | 1,296 00                 | .....                         | 1,296 00 |
| Spike and nail factory, lot 15.....                                 | 13      | June 30, '91                          | .....                 | 860 00                   | 430 00                        | 1,290 00 |
| Paint mill, lot 17.....   | 14      | do 30, '91                            | .....                 | 430 00                   | 215 00                        | 645 00   |
| Flour and mill, lots 18 and 19.....                                 | 15      | do 30, '91                            | .....                 | 860 00                   | 430 00                        | 1,290 00 |
| Lots on S.W. side, waste weir.....                                  | 16      | Sept. 1, '91                          | .....                 | 1 00                     | .....                         | 1 00     |
| Dry dock, shipyard and mill, Basin No. 2.....                       | 17      | June 30, '91                          | .....                 | 1,000 00                 | 6,000 00                      | 7,000 00 |
| Lot for office, Colborne street, Montreal.....                      | 18      | July 1, '91                           | .....                 | 25 00                    | .....                         | 25 00    |
| Strip on N.W. side Mill street, Basin No. 2.....                    | 19      | Sept. 1, '91                          | .....                 | 10 00                    | .....                         | 10 00    |
| Water supply through 4 inch pipe to factory, Wellington street..... | 20      | do 1, '91                             | .....                 | 80 00                    | .....                         | 80 00    |
| Water supply through 10 inch pipe, Basin No. 2.....                 | 21      | July 1, '91                           | .....                 | 100 00                   | .....                         | 100 00   |
| Part lot 384 north, Wellington basin.....                           | 22      | Nov. 1, '91                           | .....                 | 800 00                   | .....                         | 800 00   |
| Lot for shed, west do.....  | 23      | Oct. 1, '91                           | .....                 | 100 00                   | .....                         | 100 00   |
| Double track over Wellington street bridge.....                     | 24      | Jan. 1, '92                           | .....                 | 1 00                     | .....                         | 1 00     |
| Floating bath near Wellington bridge.....                           | 25      | July 1, '91                           | .....                 | 1 00                     | .....                         | 1 00     |
| Park lot do do.....   | 26      | Sept. 1, '91                          | .....                 | 1 00                     | .....                         | 1 00     |
| 2 inch pipe under canal.....  | 27      | July 1, '91                           | .....                 | 1 00                     | .....                         | 1 00     |
| Land at Basin No. 4.....  | 28      | do 1, '91                             | .....                 | 375 00                   | .....                         | 375 00   |
| Siding west side Wellington bridge.....                             | 29      | Aug. 1, '91                           | .....                 | 120 00                   | .....                         | 120 00   |
| Lots 1, 2 and 3, West Basin, for piling lumber.....                 | 30      | May 1, '91                            | .....                 | 500 00                   | .....                         | 500 00   |
| Lots 4, 5, 6 and 7 do do.....                                       | 31      | do 1, '91                             | .....                 | 1,066 66                 | .....                         | 1,066 66 |
| Lots 8, 9 and 18 do do.....   | 32      | do 1, '91                             | .....                 | .....                    | 800 00                        | 800 00   |
| Lot for a cattle yard, Point St. Charles.....                       | 33      | Feb. 1, '91                           | .....                 | 150 00                   | .....                         | 150 00   |
| Lot for an hotel do.....  | 34      | Dec. 1, '91                           | .....                 | 600 00                   | .....                         | 600 00   |
| Lots 1 and 2, West, St. Gabriel Basin No. 4.....                    | 35      | Jan. 1, '92                           | .....                 | 380 92                   | .....                         | 380 92   |
| Lots 3, 4, 5, 6 and 7 do.....                                       | 36      | May 1, '92                            | .....                 | .....                    | 3,308 79                      | 3,308 79 |
| Lots 8 and 9 do No. 3.....  | 37      | do 1, '92                             | .....                 | .....                    | 420 75                        | 420 75   |
| Lots 12, west, and 15 and 16 do.....                                | 38      | do 1, '92                             | .....                 | 255 00                   | 1,798 32                      | 2,053 32 |
| Lots 19 and 22 do and 13.....                                       | 39      | do 1, '91                             | .....                 | .....                    | 5,108 24                      | 5,108 24 |
| and 14 east, St. Gabriel Basin No. 2.....                           | 40      | do 1, '92                             | .....                 | 174 40                   | .....                         | 174 40   |

## APPENDIX

Dr.

No. 26.—HYDRAULIC and other Rents, &amp;c.—

| Balance due on 1st July, 1890. | Accrued, year ended 30th June, 1891. | Total.    | Number. | Name of Work.     | Present Occupant. | Original Lessee.                   |
|--------------------------------|--------------------------------------|-----------|---------|-------------------|-------------------|------------------------------------|
| \$ cts.                        | \$ cts.                              | \$ cts.   |         |                   |                   |                                    |
| 100 00                         | 100 00                               | 100 00    | 41      | Lachine Canal.... |                   | Waren Scarf Asphalt Paving Co..    |
| 253 68                         | 253 68                               | 42        | do      |                   |                   | D. Pariseau                        |
| 1 00                           | 1 00                                 | 43        | do      |                   |                   | A. Cantin                          |
| 100 00                         | 100 00                               | 44        | do      |                   |                   | Montreal Transport. Co.            |
| 180 00                         | 180 00                               | 45        | do      |                   | P. McRory.        | N. Paradis....                     |
| 300 00                         | 300 00                               | 46        | do      |                   |                   | Henderson Bros                     |
| 10 00                          | 10 00                                | 47        | do      |                   |                   | Wm. Clark                          |
| 725 44                         | 362 72                               | 1,088 16  | 48      | do                |                   | H. Bulmer, jun., & Bros.           |
|                                | 700 00                               | 700 00    | 49      | do                |                   | Dobell, Beckett & Co....           |
|                                | 40 00                                | 40 00     | 50      | do                |                   | B. Ethier.                         |
|                                | 1 00                                 | 1 00      | 51      | do                |                   | S. Delisle                         |
|                                | 200 00                               | 200 00    | 52      | do                |                   | Merchants Manufg. Co..             |
|                                | 100 00                               | 100 00    | 53      | do                |                   | J. & C. Hodson.                    |
|                                | 25 00                                | 25 00     | 54      | do                |                   | Dominion Abbatoir Co..             |
|                                | 10 00                                | 10 00     | 55      | do                |                   | E. V. Moseley & Co                 |
| 840 00                         | 1,680 00                             | 2,520 00  | 56      | do                |                   | Ira. Gould & Son                   |
| 800 00                         | 1,601 00                             | 2,401 50  | 57      | do                |                   | Est. J. Frothingham....            |
|                                | 10 00                                | 10 00     | 58      | do                |                   | Albert Fox                         |
|                                | 50 00                                | 50 00     | 59      | do                |                   | Dominion Bridge Co....             |
|                                | 30 00                                | 30 00     | 60      | do                |                   | E. Ouellette & Co.                 |
|                                | 10 00                                | 10 00     | 61      | do                |                   | Canada Pacific Railway.            |
|                                | 20 00                                | 20 00     | 62      | do                |                   | Wm. Davis & Son                    |
|                                | 40 00                                | 40 00     | 63      | do                |                   | Dominion Barb Wire Co.             |
|                                | 10 00                                | 10 00     | 64      | do                |                   | F. Lamothé                         |
|                                | 5 00                                 | 5 00      | 65      | do                |                   | J. McIntyre                        |
| 18,393 86                      | 24,559 06                            | 42,952 92 |         |                   |                   |                                    |
| 7 50                           | 7 50                                 | 1         | 1       | Chambly Canal.... |                   | J. A. Maurice                      |
|                                | 60 00                                | 60 00     | 2       | do                |                   | South Eastern Railway..            |
| 10 00                          | 10 00                                | 20 00     | 3       | do                | H. Riendeau.      | Catelli Bros.                      |
| 19 34                          | 19 34                                | 4         | do      |                   |                   | J. C. Pierce                       |
| 50 00                          | 75 00                                | 125 00    | 5       | do                |                   | Bissett & Donaghy                  |
| 50 00                          | 75 00                                | 125 00    | 6       | do                |                   | Simard & Godin                     |
|                                | 25 00                                | 25 00     | 7       | do                |                   | Jas. O'Cain.                       |
| 136 84                         | 245 00                               | 381 84    |         |                   |                   |                                    |
|                                | 40 00                                | 40 00     | 1       | Rideau Canal....  |                   | G. Sterling.                       |
| 2 00                           | 1 00                                 | 3 00      | 2       | do                |                   | Ottawa Canoe Club.                 |
|                                | 80 00                                | 80 00     | 3       | do                |                   | Thos. McKay                        |
| 180 00                         | 60 00                                | 240 00    | 4       | do                |                   | G. W. McCullough                   |
| 80 00                          | 80 00                                | 160 00    | 5       | do                |                   | J. G. Butterworth                  |
|                                | 80 00                                | 80 00     | 6       | do                |                   | Dey Bros.                          |
| 120 00                         |                                      | 120 00    | 7       | do                |                   | J. W. McRae & Bros....             |
| 1 00                           | 1 00                                 | 2 00      | 8       | do                |                   | Corporation of the City of Ottawa. |
| 250 00                         |                                      | 250 00    | 9       | do                |                   | Wm. Little.                        |
| 31 25                          |                                      | 31 25     | 10      | do                |                   | Rideau Skating and Curling Club.   |
| 4 00                           | 1 00                                 | 5 00      | 11      | do                | Robt. Hastey      | John Heney                         |
| 12 00                          | 2 00                                 | 14 00     | 12      | do                |                   | John Neville                       |
|                                | 1 00                                 | 1 00      | 13      | do                |                   | Corporation of the City of Ottawa  |

A—Continued.

Lessees' Accounts, 1890-91—Continued.

CR.

| Description of Property.                                     | Number. | Date to which the Account is made up. | Abatement authorized. | Paid during Fiscal Year. | Balance due 30th June, 1891. | Total.    |
|--|---------|---------------------------------------|-----------------------|--------------------------|------------------------------|-----------|
|  |         |                                       | \$ cts.               | \$ cts.                  | \$ cts.                      | \$ cts.   |
| Lot at St. Gabriel, near Atwater Ave., Montreal.             | 41      | Oct. 1, '91                           |                       | 100 00                   |                              | 100 00    |
| Lot 17 east, St. Gabriel Basin.                              | 42      | May 1, '92                            |                       |                          | 253 68                       | 253 68    |
| Water lot in front of his Dry Dock.                          | 43      | April 1, '91                          |                       | 1 00                     |                              | 1 00      |
| Part of Island, No. 5, for a shipyard, at St. Gabriel.       | 44      | July 1, '91                           |                       | 100 00                   |                              | 100 00    |
| Wharf lot at St. Gabriel.                                    | 45      | Jan. 1, '92                           |                       | 180 00                   |                              | 180 00    |
| Two lots on Ottawa street, Montreal.                         | 46      | Nov. 1, '91                           |                       | 150 00                   | 150 00                       | 300 00    |
| Water supply to factory on Canal street, Montreal.           | 47      | Sept. 1, '91                          | 20 00                 |                          |                              | 20 00     |
| Lots 10 and 11 west, St. Gabriel Basin, No. 3.               | 48      | May 1, '92                            |                       |                          | 1,088 16                     | 1,088 16  |
| Shed No. 1, St. Gabriel Basin.                               | 49      | June 30, '91                          |                       | 700 00                   |                              | 700 00    |
| Lot for a coal shed, Brewster's Bridge.                      | 50      | May 1, '92                            |                       | 40 00                    |                              | 40 00     |
| Floating bath, near do                                       | 51      | Aug. 1, '91                           |                       | 1 00                     |                              | 1 00      |
| Water supply through a 10 inch pipe, Basin No. 1.            | 52      | Jan. 1, '91                           |                       | 200 00                   |                              | 200 00    |
| do do St. Henri.   | 53      | Nov. 1, '92                           |                       | 100 00                   |                              | 100 00    |
| do establishment, St. Henri.                                 | 54      | July 1, '91                           |                       | 25 00                    |                              | 25 00     |
| do at Grand Trunk crossing.                                  | 55      | Oct. 1, '91                           |                       | 10 00                    |                              | 10 00     |
| Supply water at Lock No. 3.                                  | 56      | June 30, '91                          |                       | 1,680 00                 | 840 00                       | 2,520 00  |
| Water power, Côte St. Paul. Lock No. 4.                      | 57      | do 30, '91                            |                       | 1,601 00                 | 800 50                       | 2,401 50  |
| Water supply do do 4.  | 58      | Nov. 1, '91                           |                       | 10 00                    |                              | 10 00     |
| do below G. Lock, Lachine.                                   | 59      | July 1, '91                           |                       | 50 00                    |                              | 50 00     |
| Lot above regulating weir, Lachine.                          | 60      | May 1, '92                            |                       | 30 00                    |                              | 30 00     |
| Privilege to lay a track on Spoil Bank, Lachine.             | 61      | do 1, '92                             |                       | 10 00                    |                              | 10 00     |
| Lot above new upper entrance to Lock do                      | 62      | do 1, '92                             |                       | 20 00                    |                              | 20 00     |
| Water supply below Guard Lock No. 5.                         | 63      | Sept. 1, '91                          |                       | 40 00                    |                              | 40 00     |
| Privilege to build vessels on canal bank for winter of 1890. | 64      | June 30, '91                          |                       | 10 00                    |                              | 10 00     |
| Building yacht at Côte St. Paul.                             | 65      | do 30, '91                            |                       | 5 00                     |                              | 5 00      |
|  |         |                                       | 20 00                 | 19,752 48                | 23,180 44                    | 42,952 92 |
| Two lots of land, Chambly.                                   | 1       | May 1, '78                            |                       |                          | 7 50                         | 7 50      |
| Wharf lot at St. Joseph.                                     | 2       | July 1, '91                           |                       | 60 00                    |                              | 60 00     |
| Lot in village, Chambly.                                     | 3       | May 1, '92                            |                       | 10 00                    | 10 00                        | 20 00     |
| Wharf at St. John's.   | 4       | Nov. 19, '81                          |                       |                          | 19 34                        | 19 34     |
| Part of canal wharf at St. John's                            | 5       | June 30, '91                          |                       |                          | 125 00                       | 125 00    |
| do do  | 6       | do 30, '91                            |                       |                          | 125 00                       | 125 00    |
| do do  | 7       | do 30, '91                            |                       |                          | 25 00                        | 25 00     |
|  |         |                                       |                       | 70 00                    | 311 84                       | 381 84    |
| Water lot, foot of Major's Hill, Ottawa.                     | 1       | Jan. 1, '91                           |                       | 40 00                    |                              | 40 00     |
| do do  | 2       | June 1, '92                           |                       |                          | 3 00                         | 3 00      |
| Green Island, above Rideau Falls, Ottawa.                    | 3       | Jan. 1, '91                           |                       | 80 00                    |                              | 80 00     |
| Lot for coal shed, Canal Basin do                            | 4       | June 30, '92                          |                       |                          | 240 00                       | 240 00    |
| Lots 1 and 2, coal shed, Canal Basin do                      | 5       | do 1, '92                             |                       | 80 00                    | 80 00                        | 160 00    |
| do 4, 5, 6 and 7, boat house, E. C. Basin, Ottawa            | 6       | May 1, '92                            |                       | 80 00                    |                              | 80 00     |
| Lot 1, S. E. Canal Basin, Ottawa.                            | 7       | April 1, '82                          |                       |                          | 120 00                       | 120 00    |
| do for a weigh house, W. C. C. Basin, Ottawa.                | 8       | May 1, '92                            |                       |                          | 2 00                         | 2 00      |
| do for a dwelling, S. side Deep Cut do                       | 9       | April 1, '90                          |                       |                          | 250 00                       | 250 00    |
| Reserve for club house do do                                 | 10      |                                       | 31 25                 |                          |                              | 31 25     |
| do on S. side do do  | 11      | Sept. 1, '91                          |                       |                          | 5 00                         | 5 00      |
| do in front of his property, Deep Cut do                     | 12      | Jan. 1, '92                           |                       |                          | 14 00                        | 14 00     |
| Strip of reserve at Exhibition Grounds do                    | 13      | do 1, '92                             |                       |                          | 1 00                         | 1 00      |



## APPENDIX

Dr.

No. 26.—HYDRAULIC and other Rents, &amp;c.—

| Balance due on 1st July, 1890. | Accrued year ended 30th June, 1891. | Total.   | Number. | Name of Work.     | Present Occupant.                     | Original Lessee.                            |
|--------------------------------|-------------------------------------|----------|---------|-------------------|---------------------------------------|---|
| \$ cts.                        | \$ cts.                             | \$ cts.  |         |                   |                                       |   |
|                                | 100 00                              | 100 00   | 14      | Rideau Canal..... |                                       | Bronson & Weston.....                       |
|                                | 1 00                                | 1 00     | 15      | do .....          |                                       | R. W. Baxter .....                          |
|                                | 2 00                                | 2 00     | 16      | do .....          |                                       | Andrew Hickey .....                         |
|                                | 13 50                               | 13 50    | 17      | do .....          |                                       | H. Patterson.....                           |
|                                | 1 00                                | 1 00     | 18      | do .....          |                                       | John Graham.....                            |
|                                | 2 00                                | 2 00     | 19      | do .....          |                                       | Thos. Kingston.....                         |
|                                | 2 00                                | 2 00     | 20      | do .....          |                                       | W. D. Morris.....                           |
| 12 00                          | 2 00                                | 14 00    | 21      | do .....          |                                       | Robt. McCloy.....                           |
|                                | 1 00                                | 1 00     | 22      | do .....          | Canada Atlantic Railway Company ..... | H. Jackson.....                             |
|                                | 10 00                               | 10 00    | 23      | do .....          |                                       | Temporal Committee St. Andrew's Church..... |
| 13 00                          | 13 00                               | 26 00    | 24      | do .....          |                                       | Michael Kelly .....                         |
|                                | 9 50                                | 9 50     | 25      | do .....          |                                       | P. O'Donnell.....                           |
| 27 00                          | 9 00                                | 36 00    | 26      | do .....          |                                       | Jas. Marks.....                             |
| 1 00                           | 1 00                                | 2 00     | 27      | do .....          |                                       | Henry Hartney.....                          |
|                                | 1 00                                | 1 00     | 28      | do .....          |                                       | L. Duhamel.....                             |
| 2 00                           | 2 00                                | 4 00     | 29      | do .....          |                                       | Wm. Miller.....                             |
|                                | 2 00                                | 2 00     | 30      | do .....          |                                       | George May.....                             |
| 20 00                          | 5 00                                | 25 00    | 31      | do .....          | Canadian Pacific Railway              | St. L. & O. Ry. Co.....                     |
| 96 00                          | 12 00                               | 108 00   | 32      | do .....          |                                       | R. S. Hardey.....                           |
| 54 25                          | 8 25                                | 62 50    | 33      | do .....          |                                       | M. Kilroe.....                              |
| 20 00                          | 2 00                                | 22 00    | 34      | do .....          |                                       | Francis Abbott.....                         |
| 27 00                          | 3 00                                | 30 00    | 35      | do .....          |                                       | do .....                                    |
| 27 00                          | 3 00                                | 30 00    | 36      | do .....          |                                       | do .....                                    |
|                                | 25 00                               | 25 00    | 37      | do .....          |                                       | J. R. Booth.....                            |
| 20 00                          | 2 00                                | 22 00    | 38      | do .....          |                                       | Widow A. Howlett.....                       |
| 18 00                          | 3 00                                | 21 00    | 39      | do .....          |                                       | Wm. Rowland.....                            |
|                                | 3 75                                | 3 75     | 40      | do .....          |                                       | Geo. Rickey.....                            |
| 180 00                         | 22 50                               | 202 50   | 41      | do .....          |                                       | W. Dawson.....                              |
| 157 50                         | 11 25                               | 168 75   | 42      | do .....          |                                       | Thomas Paget.....                           |
| 146 25                         | 11 25                               | 157 50   | 43      | do .....          |                                       | Chas. McCaffrey.....                        |
| 29 25                          | 9 75                                | 39 00    | 44      | do .....          |                                       | Geo. Morris.....                            |
| 41 25                          | 8 25                                | 49 50    | 45      | do .....          |                                       | Wm. Powell.....                             |
| 24 75                          | 8 25                                | 33 00    | 46      | do .....          |                                       | Philip Kennedy.....                         |
| 69 75                          | 7 50                                | 77 25    | 47      | do .....          |                                       | Daniel Delaney.....                         |
| 7 50                           | 7 50                                | 15 00    | 48      | do .....          |                                       | Denis Bergin.....                           |
|                                | 3 00                                | 3 00     | 49      | do .....          |                                       | Thomas May.....                             |
| 20 25                          | 2 25                                | 22 50    | 50      | do .....          |                                       | D. Cameron.....                             |
| 4 00                           | 4 00                                | 8 00     | 51      | do .....          |                                       | T. and P. Collins.....                      |
| 100 00                         | 50 00                               | 150 00   | 52      | do .....          |                                       | London & Can. Loan Co.                      |
| 40 00                          | 10 00                               | 50 00    | 53      | do .....          |                                       | Stafford Merrifield.....                    |
|                                | 4 50                                | 4 50     | 54      | do .....          |                                       | Geo. Shepherd.....                          |
| 20 00                          | 5 00                                | 25 00    | 55      | do .....          |                                       | A. C. White.....                            |
| 5 00                           | 5 00                                | 10 00    | 56      | do .....          |                                       | Alfred Chester.....                         |
| 10 00                          | 10 00                               | 20 00    | 57      | do .....          |                                       | Jessie Miner.....                           |
|                                | 1 00                                | 1 00     | 58      | do .....          |                                       | Josiah Payne.....                           |
| 12 00                          | 12 00                               | 24 00    | 59      | do .....          |                                       | H. Easton.....                              |
| 35 00                          | 5 00                                | 40 00    | 60      | do .....          |                                       | H. Merrick.....                             |
| 4,620 00                       | 120 00                              | 4,740 00 | 61      | do .....          | Estate R. Ward.....                   | Joshua Bates.....                           |
| 0 20                           | 0 20                                | 0 40     | 62      | do .....          |                                       | A. Wood.....                                |
| 2 00                           |                                     | 2 00     | 63      | do .....          |                                       | Smith's Falls Cur. Club.                    |
|                                | 2 00                                | 2 00     | 64      | do .....          |                                       | Wm. Lavender.....                           |
| 3 00                           | 3 00                                | 6 00     | 65      | do .....          |                                       | N. W. Berford, sr.....                      |
|                                |                                     |          | 66      | do .....          |                                       | J. B. and B. Tett.....                      |
|                                | 10 00                               | 10 00    | 67      | do .....          |                                       | W. H. Whealey.....                          |

## A.—Continued.

## Lessees' Accounts, 1890-91—Continued.

CR.

| Description of Property.   | Number. | Date to which the Account is made up. | Abatement authorized. | Paid during Fiscal Year. | Balance due 30th June, 1891. | Total.   |
|--|---------|---------------------------------------|-----------------------|--------------------------|------------------------------|----------|
|  |         |                                       | \$ cts.               | \$ cts.                  | \$ cts.                      | \$ cts.  |
| Lots for piling grounds, Stewarton, Ottawa.....                    | 14      | Aug. 30, '91                          |                       | 100 00                   |                              | 100 00   |
| Reserve in front of lot G, con. C, Nepean.....                     | 15      | Jan. 1, '92                           |                       | 1 00                     |                              | 1 00     |
| do do G, con. C do.....  | 16      | Dec. 1, '91                           |                       |                          | 2 00                         | 2 00     |
| do S. ½ lot G, con. C do.....                                      | 17      | Jan. 1, '92                           |                       | 13 50                    |                              | 13 50    |
| do N. ½ lot G, con. C do.....                                      | 18      | do 1, '92                             |                       | 1 00                     |                              | 1 00     |
| do lot F, con. C do.....   | 19      | Nov. 1, '91                           |                       |                          | 2 00                         | 2 00     |
| do lot K, con. C do.....   | 20      | Aug. 30, '91                          |                       | 2 00                     |                              | 2 00     |
| do lot K, con. C do.....   | 21      | Nov. 1, '91                           |                       |                          | 14 00                        | 14 00    |
| do lot B, con. C do.....   | 22      | Jan. 1, '92                           |                       |                          | 1 00                         | 1 00     |
| do lot H, con. C do.....   | 23      | do 1, '92                             |                       | 10 00                    |                              | 10 00    |
| Reserve on lot E, con. D do.....                                   | 24      | May 1, '92                            |                       | 13 00                    | 13 00                        | 26 00    |
| do lot E, con. D do.....   | 25      | do 1, '92                             |                       | 9 50                     |                              | 9 50     |
| do in front of lot No. 1, con. B do.....                           | 26      | do 1, '92                             |                       |                          | 36 00                        | 36 00    |
| do in front of sub-lots Nos. 64 and 65, lot 1, con. B, Nepean..... | 27      | do 1, '92                             |                       | 1 00                     | 1 00                         | 2 00     |
| do in front of lot K, con. B, Nepean.....                          | 28      | do 1, '92                             |                       | 1 00                     |                              | 1 00     |
| do in front of sub-lot No. 5, con. B, Nepean.....                  | 29      | do 1, '92                             |                       | 4 00                     |                              | 4 00     |
| W'arf privileges on sub-lots 29 and 30, con. B do.....             | 30      | do 1, '92                             |                       | 2 00                     |                              | 2 00     |
| R'ght of way over lots 8 and 9 (Dow's Swamp) con. B, Nepean.....   | 31      | do 1, '92                             | 20 00                 | 5 00                     |                              | 25 00    |
| Reserve on lots 22 and 23, con. A, Nepean.....                     | 32      | Jan. 1, '91                           |                       |                          | 108 00                       | 108 00   |
| Reserve on lots N½ lot 8, con. 1, Nepean.....                      | 33      | Jan. 1, '92                           |                       |                          | 62 50                        | 62 50    |
| do part 40, con. 1, O.F. do.....                                   | 34      | do 1, '91                             |                       |                          | 22 00                        | 22 00    |
| do do 40 do 1 do do.....   | 35      | Nov. 1, '91                           |                       |                          | 30 00                        | 30 00    |
| do do 40 do 1 do do.....   | 36      | do 1, '91                             |                       |                          | 30 00                        | 30 00    |
| do 5½ acres, 40 do 1 do do.....                                    | 37      | Sept. 1, '91                          |                       | 25 00                    |                              | 25 00    |
| do do 40 do 1 do do.....   | 38      | July 1, '91                           |                       |                          | 22 00                        | 22 00    |
| do do N do 1 do do.....  | 39      | June 1, '92                           |                       |                          | 21 00                        | 21 00    |
| do do 1 do 2 do do.....  | 40      | Jan. 1, '92                           |                       | 3 75                     |                              | 3 75     |
| do do 3 do 2 do do.....  | 41      | do 1, '92                             |                       |                          | 202 50                       | 202 50   |
| do N½ 4 do 2 do do.....  | 42      | do 1, '92                             |                       |                          | 168 75                       | 168 75   |
| do S½ 4 do 2 do do.....  | 43      | do 1, '92                             |                       |                          | 157 50                       | 157 50   |
| do S½ 5 do 2 do do.....  | 44      | do 1, '92                             |                       |                          | 39 00                        | 39 00    |
| do N½ 5 do 2 do do.....  | 45      | Dec. 1, '91                           |                       |                          | 49 50                        | 49 50    |
| do S½ 6 do 2 do do.....  | 46      | Jan. 1, '92                           |                       |                          | 33 00                        | 33 00    |
| do S½ 8 do 2 do do.....  | 47      | Dec. 1, '91                           |                       |                          | 77 25                        | 77 25    |
| do N½ 6 do 2 do do.....  | 48      | Jan. 1, '92                           |                       | 15 00                    |                              | 15 00    |
| do ½ lot No. 23, R. front do.....                                  | 49      | do 1, '92                             |                       | 3 00                     |                              | 3 00     |
| do N½ do 22 do do.....   | 50      | do 1, '92                             |                       |                          | 22 50                        | 22 50    |
| do do 9, con. 1 do.....  | 51      | June 1, '92                           |                       |                          | 8 00                         | 8 00     |
| Surplus water at bulk head, Long Island.....                       | 52      | Jan. 1, '91                           |                       | 100 00                   | 50 00                        | 150 00   |
| Reserve in front of lot No. 40, con. 1, Oxford.....                | 53      | July 1, '91                           |                       |                          | 50 00                        | 50 00    |
| do do 40 do 1 do do.....   | 54      | June 1, '92                           |                       | 4 50                     |                              | 4 50     |
| do on W½ lot No. 27 do 1, Marlboro.....                            | 55      | Jan. 1, '92                           |                       |                          | 25 00                        | 25 00    |
| do lot No. 3 do B, Wolford.....                                    | 56      | July 1, '91                           |                       | 10 00                    |                              | 10 00    |
| do do 2 do B do.....   | 57      | do 1, '92                             |                       | 10 00                    | 10 00                        | 20 00    |
| Portion of lot No. 9, con. A., Wolford, Merrickville.....          | 58      | April 1, '92                          |                       |                          | 1 00                         | 1 00     |
| Lot above old lock, Merrickville.....                              | 59      | Dec. 1, '90                           |                       | 12 00                    | 12 00                        | 24 00    |
| Reserve near swing bridge, Merrickville.....                       | 60      | June 1, '92                           |                       |                          | 40 00                        | 40 00    |
| Lots A and B, old Sly's.....                                       | 61      | May 1, '91                            |                       |                          | 4,740 00                     | 4,740 00 |
| Part reserve on lot 1, con. 4, at Smith's Falls.....               | 62      | June 30, '91                          |                       | 0 40                     |                              | 0 40     |
| do do 1, do 4 do.....  | 63      | Nov. 1, '90                           |                       | 2 00                     |                              | 2 00     |
| do do 1, do 4, Elmsly.....   | 64      | Jan. 1, '91                           |                       | 2 00                     |                              | 2 00     |
| Part of lot 21, con. 5, S. Elmsly, at Oliver's Ferry.....          | 65      | May 1, '92                            |                       | 3 00                     | 3 00                         | 6 00     |
| Strip of land and warehouse, near Isthmus lock, Sta. Newboro.....  | 66      | do 1, '92                             |                       |                          |                              |          |
| Part of lot 21, con. 5, North Crosby, Newboro.....                 | 67      | Sept. 1, '91                          |                       | 10 00                    |                              | 10 00    |

APPENDIX

Dr.

No. 26.—HYDRAULIC and other Rents, &c.—

| Balance due on 1st July, 1890. | Accrued Year ended 30th June, 1891. | Total.   | Number. | Name of Work.      | Present Occupant.                        | Original Lessee.         |
|--------------------------------|-------------------------------------|----------|---------|--------------------|--|--------------------------|
| \$ cts.                        | \$ cts.                             | \$ cts.  |         |                    |  |                          |
| 2 00                           | 1 00                                | 3 00     | 68      | Rideau Canal.....  |  | W. J. Webster.....       |
| 5 00                           | 5 00                                | 10 00    | 69      | do .....           |  | B. E. Chaffy.....        |
| 152 00                         | 76 00                               | 228 00   | 70      | do .....           |  | Wm. Anglin.....          |
| 262 50                         | 105 00                              | 367 50   | 71      | do .....           |  | M. J. Foster.....        |
| 53 00                          | 105 00                              | 158 00   | 72      | do .....           |  | John Rourk.....          |
| 40 00                          | 10 00                               | 50 00    | 73      | do .....           |  | John Brannigan.....      |
| 7,059 70                       | 1,220 20                            | 8,279 90 |         |                    |  |                          |
| 5 00                           | 5 00                                | 10 00    | 1       | Grenville Canal... |  | A. J. Grier.....         |
|                                | 10 00                               | 10 00    | 2       | Carillon Canal.... |  | Henry E. Masson.....     |
|                                | 10 00                               | 10 00    | 3       | do .....           |  | John Brophy.....         |
| 3 00                           |                                     | 3 00     | 4       | St. Anne's Lock... |  | Delphus Lebeau.....      |
|                                | 1 00                                | 1 00     | 5       | do .....           |  | Canada Mutual Tel. Co.   |
| 1 00                           |                                     | 1 00     | 6       | do .....           | Great North-Western<br>Telegraph Co..... | Dominion Telegraph Co.   |
| 50 00                          | 50 00                               | 100 00   | 7       | Trent River Works  |  | Francis Sandford.....    |
| 1 00                           | 1 00                                | 2 00     | 8       | do .....           |  | R. C. Smith.....         |
| 160 00                         | 40 00                               | 200 00   | 9       | do .....           |  | Jas. Cummings, Estate of |
| 4 00                           | 1 00                                | 5 00     | 10      | do .....           |  | Bell Telephone Co....    |
|                                | 3 00                                | 3 00     | 11      | do .....           |  | Lakefield Lumber Co...   |
|                                | 3 00                                | 3 00     | 12      | do .....           |  | John Hull.....           |
| 2 00                           | 1 00                                | 3 00     | 13      | Cape Breton .....  |  | Neil McNeill.....        |
| 226 00                         | 125 00                              | 351 00   |         |                    |  |                          |

## A.—Continued.

## Lessees' Accounts, 1890-91.—Concluded.

CR.

| Description of Property.                           | Number. | Date to which the Account is made up. | Abatement Authorized. | Paid during Fiscal Year. | Balance due 30th June, 1891. | Total.   |
|--|---------|---------------------------------------|-----------------------|--------------------------|------------------------------|----------|
|  |         |                                       | \$ cts.               | \$ cts.                  | \$ cts.                      | \$ cts.  |
| Part of lot 21, con. 5, North Crosby, Newboro'.... | 68      | May 1, '92                            | .....                 | 2 00                     | 1 00                         | 3 00     |
| Water lot at Chaffy's Lock.....                    | 69      | June 30, '91                          | .....                 | 5 00                     | 5 00                         | 10 00    |
| Water power at Brewer's upper mills, old lease.... | 70      | Jan. 1, '91                           | .....                 | .....                    | 228 00                       | 228 00   |
| do do lower mills.....                             | 71      | do 1, '91                             | .....                 | .....                    | 367 50                       | 367 50   |
| do on lot 48, con. 1, Kingston.....                | 72      | July 1, '91                           | .....                 | 105 50                   | 52 50                        | 158 00   |
| Reserve on lots 35 and 36, con. 1 do.....          | 73      | Aug. 1, '91                           | .....                 | .....                    | 50 00                        | 50 00    |
|  |         |                                       | 51 25                 | 756 15                   | 7,472 50                     | 8,279 90 |
| House and ground on lot No. 8.....                 | 1       | May 1, '92                            | .....                 | 5 00                     | 5 00                         | 10 00    |
| Lot for pasture.....                               | 2       | June 30, '92                          | .....                 | 10 00                    | .....                        | 10 00    |
| do.....  | 3       | do 30, '92                            | .....                 | 10 00                    | .....                        | 10 00    |
| Lots 112 and 113, Ste. Anne's Parish.....          | 4       | Sept. 1, '90                          | .....                 | .....                    | 3 00                         | 3 00     |
| Placing poles on Government reserve.....           | 5       | July 1, '84                           | .....                 | .....                    | 1 00                         | 1 00     |
| do do.....   | 6       | May 1, '92                            | .....                 | 1 00                     | .....                        | 1 00     |
| Lot at Fenelon Falls.....                          | 7       | Dec. 1, '91                           | .....                 | 50 00                    | 50 00                        | 100 00   |
| Water power at Buckhorn Rapids.....                | 8       | Jan. 1, '92                           | .....                 | .....                    | 2 00                         | 2 00     |
| Lot and lock-house, Chisholm's Rapids.....         | 9       | June 30, '91                          | .....                 | 180 00                   | 20 00                        | 200 00   |
| Poles on various canals.....                       | 10      | Jan. 1, '92                           | .....                 | .....                    | 5 00                         | 5 00     |
| Water power, Lakefield.....                        | 11      | do 1, '91                             | .....                 | 3 00                     | .....                        | 3 00     |
| do.....  | 12      | do 1, '91                             | .....                 | 3 00                     | .....                        | 3 00     |
| Lot at Long Island, Barochois.....                 | 13      | Feb. 1, '92                           | .....                 | .....                    | 3 00                         | 3 00     |
|  |         |                                       | .....                 | 262 00                   | 89 00                        | 351 00   |

APPENDIX

Dr.

No. 26.—HYDRAULIC and other Rents, &c.—

| Balance due on Purchase, 1st July, 1890. | Accrued Year ended 30th June, 1891. | Total.  | Number. | Name of Work.     | Name of Proprietor.            |
|--|-------------------------------------|---------|---------|-------------------|--------------------------------|
| \$ cts.                                  | \$ cts.                             | \$ cts. |         |                   |                                |
| 54 38                                    | 54 38                               | 54 38   | 1       | Intercolonial Ry. | John & William Sproule.....    |
| 50 59                                    | 50 59                               | 50 59   | 2       | do                | John Ferguson.....             |
| 59 15                                    | 59 15                               | 59 15   | 3       | do                | Joseph Graham.....             |
| 13 06                                    | 13 06                               | 13 06   | 4       | do                | Paul Foster.....               |
| 14 21                                    | 14 21                               | 14 21   | 5       | do                | Donald McArthur.....           |
| 4 00                                     | 4 00                                | 4 00    | 6       | do                | Cornelius Dyer.....            |
| 33 59                                    | 33 59                               | 33 59   | 7       | do                | John Foster.....               |
| 0 35                                     | 0 35                                | 0 35    | 8       | do                | William & John T. Ives.....    |
| 96 66                                    | 96 66                               | 96 66   | 9       | do                | Christie family.....           |
| 4 90                                     | 4 90                                | 4 90    | 10      | do                | A. W. Tanner.....              |
| 23 29                                    | 23 29                               | 23 29   | 11      | do                | William & Alexander Scott..... |
| 354 18                                   | 354 18                              | 354 18  |         |                   |                                |

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, 30th September, 1891.

A.—*Concluded.*

Land Sales, 1890–91.

CR.

| Description of Property.                         | Number. | Abatement Author-<br>ized. | Paid during Fiscal<br>Year. | Balance due 30th<br>June, 1891. | Total.  |
|--|---------|----------------------------|-----------------------------|---------------------------------|---------|
|  |         | \$ cts.                    | \$ cts.                     | \$ cts.                         | \$ cts. |
| 1 $\frac{1}{4}$ acres of land, Pictou, N.S. .... | 1       | .....                      | .....                       | 54 38                           | 54 38   |
| 3 $\frac{3}{100}$ do do .....                    | 2       | .....                      | .....                       | 50 59                           | 50 59   |
| 2 $\frac{4}{100}$ do do .....                    | 3       | .....                      | .....                       | 59 15                           | 59 15   |
| 4 $\frac{1}{100}$ do do .....                    | 4       | .....                      | .....                       | 13 06                           | 13 06   |
| 9 $\frac{1}{100}$ do do .....                    | 5       | .....                      | .....                       | 14 21                           | 14 21   |
| 1 $\frac{1}{100}$ do do .....                    | 6       | .....                      | .....                       | 4 00                            | 4 00    |
| 8 $\frac{1}{100}$ do do .....                    | 7       | .....                      | .....                       | 33 59                           | 33 59   |
| 1 $\frac{8}{100}$ do do .....                    | 8       | .....                      | .....                       | 0 35                            | 0 35    |
| 3 $\frac{1}{100}$ do do .....                    | 9       | .....                      | .....                       | 96 66                           | 96 66   |
| 1 $\frac{2}{100}$ do do .....                    | 10      | .....                      | .....                       | 4 90                            | 4 90    |
| 1 $\frac{3}{100}$ do do .....                    | 11      | .....                      | .....                       | 23 29                           | 23 29   |
|  |         |                            |                             | 364 18                          | 354 18  |

C. E. CHUBBUCK,  
*Accountant, Hydraulic Rents.*

## APPENDIX B.

## No. 1.—COLLECTION of Revenue—Canals—Details of Expenditure.

| Canals.                     | Names of Employés.        | Deduction for<br>Superannuation. | Net Salary. | Gross<br>Salaries. | Total.   |
|-----------------------------|---------------------------|----------------------------------|-------------|--------------------|----------|
|                             |                           | \$ cts.                          | \$ cts.     | \$ cts.            | \$ cts.  |
| <i>Welland Canal.</i>       |                           |                                  |             |                    |          |
| Port Colborne.....          | McFarland, D. E. ....     | 28 00                            | 1,372 00    | 1,400 00           | 3,530 59 |
| do .....                    | Leggett, J. E. ....       | 16 00                            | 784 00      | 800 00             |          |
| do .....                    | Haun, J. R. ....          | 11 00                            | 539 00      | 550 00             |          |
| do .....                    | Ramsden, J. A. ....       | 10 00                            | 490 00      | 500 00             |          |
|                             | Contingencies.....        |                                  |             | 3,250 00           |          |
|                             | Sunday labour.....        |                                  |             | 198 99             |          |
|                             |                           |                                  |             | 81 60              |          |
| Port Dalhousie.....         | Clark, W. B. ....         | 22 00                            | 1,078 00    | 1,100 00           |          |
|                             | Pirritte, J. ....         | 16 00                            | 784 00      | 800 00             |          |
|                             | Contingencies.....        |                                  |             | 1,900 00           |          |
|                             | Sunday labour.....        |                                  |             | 318 97             | 2,305 37 |
|                             |                           |                                  |             | 86 40              |          |
| Dunnville.....              | Tipton, T. L. M. ....     | 15 00                            | 735 00      | 750 00             | 785 25   |
|                             | Contingencies.....        |                                  |             | 35 25              |          |
| Port Maitland .....         | Galbraith, T. J. ....     | 10 00                            | 490 00      | 500 00             | 610 00   |
|                             | Contingencies.....        |                                  |             | 110 00             |          |
| Port Robinson .....         | Coulter, Robert.....      | 14 40                            | 705 60      | 720 00             | 751 81   |
|                             | Contingencies.....        |                                  |             | 31 81              |          |
| St. Catharines .....        | Collier, H. H. ....       | 4 00                             | 196 00      | 200 00             | 261 20   |
|                             | Contingencies.....        |                                  |             | 61 20              |          |
| Chippawa .....              | Harvey, T. B. ....        | 2 00                             | 98 00       | 100 00             | 130 75   |
|                             | Contingencies.....        |                                  |             | 30 75              |          |
|                             | Total, Welland Canal..... |                                  |             |                    | 8,374 97 |
| <i>St. Lawrence Canals.</i> |                           |                                  |             |                    |          |
| Beauharnois .....           | Dania, A. D. ....         | 17 00                            | 833 00      | 850 00             | 1,388 66 |
|                             | Lefebvre, H. ....         |                                  | 366 00      | 366 00             |          |
|                             | Contingencies.....        |                                  |             | 1,216 00           |          |
|                             | Sunday labour .....       |                                  |             | 94 66              |          |
|                             |                           |                                  |             | 78 00              |          |
| Cornwall.....               | Flanagan, R. ....         |                                  | 1,000 00    | 1,000 00           |          |
|                             | Mulhern, M. M. ....       | 0 64                             | 32 68       | 33 33              |          |
|                             | O'Callaghan, T. ....      |                                  | 600 00      | 600 00             |          |
|                             | Contingencies.....        |                                  |             | 1,633 32           |          |
|                             | Sunday labour.....        |                                  |             | 218 69             |          |
|                             |                           |                                  |             | 82 80              | 1,934 81 |
|                             | Carried forward.....      |                                  |             |                    |          |

## APPENDIX B—Continued.

## No. 1.—COLLECTION of Revenue—Canals—Details, &amp;c.—Continued.

| Canals.                     | Names of Employés.                  | Deduction for<br>Superannuation. | Net Salary. | Gross<br>Salary. | Total.    |
|-----------------------------|-------------------------------------|----------------------------------|-------------|------------------|-----------|
|                             |                                     | \$ cts.                          | \$ cts.     | \$ cts.          | \$ cts.   |
| <i>St. Lawrence Canals.</i> | Brought forward . . . . .           |                                  |             |                  |           |
| Cardinal..                  | Reid, George. . . . .               |                                  | 750 00      | 750 00           |           |
|                             | McMillan, R. P. . . . .             | 5 00                             | 395 00      | 400 00           |           |
|                             | Contingencies. . . . .              |                                  |             | 1,150 00         |           |
|                             | Sunday labour. . . . .              |                                  |             | 77 99            |           |
|                             |                                     |                                  |             | 57 60            | 1,285 59  |
| Lachine . . . . .           | Paré, L. . . . .                    | 20 00                            | 980 00      | 1,000 00         |           |
|                             | Deschamps, J. B. . . . .            | 14 00                            | 686 00      | 700 00           |           |
|                             | Contingencies . . . . .             |                                  |             | 1,700 00         |           |
|                             | Sunday labour . . . . .             |                                  |             | 484 25           |           |
|                             |                                     |                                  |             | 81 60            | 2,265 85  |
| Montreal..                  | O'Neill, J. . . . .                 | 40 90                            | 1,960 00    | 2,000 00         |           |
|                             | McNally, T. . . . .                 |                                  | 1,200 00    | 1,200 00         |           |
|                             | Bussièrès, F. . . . .               | 10 50                            | 514 50      | 525 00           |           |
|                             | St. Louis, J. . . . .               | 19 68                            | 963 66      | 983 33           |           |
|                             | Arahill, J. . . . .                 | 16 00                            | 784 00      | 800 00           |           |
|                             | Giroux, A. P. . . . .               | 16 00                            | 784 00      | 800 00           |           |
|                             | Pelletier, P. . . . .               | 14 00                            | 686 00      | 700 00           |           |
|                             | Villeneuve, Jacques . . . . .       | 7 50                             | 367 50      | 375 00           |           |
|                             | Contingencies. . . . .              |                                  |             | 7,383 34         |           |
|                             | Sunday labour . . . . .             |                                  |             | 1,227 59         |           |
|                             |                                     |                                  |             | 75 00            | 8,685 93  |
| Kingston.....               | Burrows, Wm. . . . .                | 12 00                            | 588 00      | 600 00           |           |
|                             | Fahey, Ed. . . . .                  | 10 00                            | 490 00      | 500 00           |           |
|                             | Contingencies. . . . .              |                                  |             | 1,100 00         |           |
|                             |                                     |                                  |             | 119 87           | 1,219 87  |
|                             | Total, St. Lawrence Canals. . . . . |                                  |             |                  | 16,780 71 |
| <i>Chambly Canal.</i>       |                                     |                                  |             |                  |           |
| Chambly.....                | Martel, M. D. S. . . . .            | 20 00                            | 980 00      | 1,000 00         |           |
|                             | Durecher, C. . . . .                | 6 25                             | 493 75      | 500 00           |           |
|                             | Contingencies. . . . .              |                                  |             | 1,500 00         |           |
|                             |                                     |                                  |             | 94 15            | 1,594 15  |
| St. John's.....             | Quesnel, J. . . . .                 | 18 00                            | 882 00      | 900 00           |           |
|                             | Fournier, J. A. . . . .             | 6 25                             | 493 75      | 500 00           |           |
|                             | Contingencies . . . . .             |                                  |             | 1,400 00         |           |
|                             |                                     |                                  |             | 116 10           | 1,516 10  |
| St. Ours Lock.....          | Matthieu, P. . . . .                |                                  | 600 00      | 600 00           |           |
|                             | Contingencies. . . . .              |                                  |             | 22 74            | 622 74    |
|                             | Total, Chambly Canal. . . . .       |                                  |             |                  | 3,732 99  |
|                             | Carried forward. . . . .            |                                  |             |                  |           |



## APPENDIX D—Continued.

## No. 1.—COLLECTION of Revenue—Canals—Details, &amp;c.—Continued.

| Canals.                     | Names of Employés.               | Deduction for<br>Superannuation. | Net Salary. | Gross<br>Salary. | Total.   |
|-----------------------------|----------------------------------|----------------------------------|-------------|------------------|----------|
|                             |                                  | \$ cts.                          | \$ cts.     | \$ cts.          | \$ cts.  |
| <i>Ottawa Canals.</i>       | Brought forward ..               |                                  |             |                  |          |
| Carillon ..                 | Murphy, D. ....                  | 16 00                            | 784 00      | 800 00           | 839 32   |
|                             | Contingencies ..                 |                                  |             | 39 32            |          |
| Grenville. ....             | Pridham, A. ....                 | 20 00                            | 980 00      | 1,000 00         | 1,187 11 |
|                             | Contingencies ..                 |                                  |             | 187 11           |          |
| Ste. Anne's Lock....        | Barrett, J. ....                 |                                  | 1,000 00    | 1,000 00         | 1,549 76 |
|                             | Crevier, Wm. ....                | 6 25                             | 493 75      | 500 00           |          |
|                             | Contingencies ..                 |                                  |             | 1,500 00         | 3,576 19 |
|                             |                                  |                                  |             | 49 76            |          |
|                             | Total, Ottawa Canals. ....       |                                  |             |                  |          |
| <i>Rideau Canal.</i>        |                                  |                                  |             |                  |          |
| Kingston Mills.....         | Dean, J. ....                    | 8 00                             | 392 00      | 400 00           | 466 08   |
|                             | Contingencies ..                 |                                  |             | 66 08            |          |
| Ottawa. ....                | Farley, J. F. ....               | 24 00                            | 1,176 00    | 1,200 00         | 2,243 74 |
|                             | Battle, T. ....                  | 16 00                            | 784 00      | 800 00           |          |
|                             | Contingencies ..                 |                                  |             | 2,000 00         | 3,051 87 |
|                             |                                  |                                  |             | 243 74           |          |
| Smith's Falls.....          | Richey, W. M. ....               | 6 00                             | 294 00      | 300 00           | 342 05   |
|                             | Contingencies ..                 |                                  |             | 42 05            |          |
|                             | Total, Rideau Canals. ....       |                                  |             |                  |          |
| St. Peter's Canal....       | Kavanagh, W. M. ....             | 4 00                             | 196 00      | 200 00           | 200 00   |
| Murray Canal.....           | Contingencies ..                 |                                  |             | 17 75            | 17 75    |
| <i>Trent Valley Canals.</i> |                                  |                                  |             |                  |          |
| Fenelon Falls.....          | McArthur, Wm. ....               |                                  | 10 00       | 10 00            | 70 21    |
| Bobcaygeon.....             | Bottom, Elijah ..                |                                  | 18 20       | 18 20            |          |
| Peterboro' ..               | Brownscomb, Wm. ....             |                                  | 15 00       | 15 00            | 53 20    |
| Hastings.....               | Coughlin, T., jun ..             |                                  | 10 00       | 10 00            |          |
|                             | Contingencies ..                 |                                  |             | 17 01            |          |
|                             | Total, Trent Valley Canals. .... |                                  |             |                  |          |
| Inspector of canals. .      | Witton, H. B. ....               | 36 00                            | 1,764 00    | 1,800 00         | 2,393 99 |
|                             | Contingencies ..                 |                                  |             | 593 99           |          |

APPENDIX B—*Concluded.*

No. 1.—DETAILS of Canal Expenditure, 1890-91.—*Concluded.*

| To Whom Paid.       | Service.                         | Amount. | Total.    |
|---------------------|----------------------------------|---------|-----------|
|                     |                                  | \$ cts. | \$ cts.   |
| McKinnon, M. ....   | Temporary clerk..                | 791 00  |           |
| Fortier, J. E. .... | do                               | 500 00  |           |
| Jolivet, M. ....    | do                               | 349 50  |           |
| Bourret, E. ....    | do                               | 351 00  |           |
| Baine, L. ....      | do                               | 533 75  |           |
| Teakles, B. H. .... | Travelling expenses              | 38 45   |           |
| O'Connor, D. ....   | Professional service             | 74 32   |           |
| Owens, T. P. ....   | Reporting                        | 19 50   |           |
| Lebœuf, S. J. ....  | Acting Collector at St. Ours     | 100 00  |           |
|                     | Stationary                       | 214 37  |           |
|                     | Printing                         | 845 82  |           |
|                     | Total                            |         | 42,016 39 |
|                     | Less—Sunday labour.              |         | 604 20    |
|                     | Total Salaries and Contingencies |         | 41,412 19 |

LEONARD SHANNON,  
*Accountant.*

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, 30th September, 1891.

## DEPARTMENT OF RAILWAYS AND CANALS—CANALS REVENUE BRANCH.

OFFICE OF INSPECTOR OF CANALS REVENUE,  
HAMILTON, 7th October, 1891.

SIR,—I have the honour to report that during the fiscal year 1890-91, I inspected all the offices for collection of tolls on the Dominion Canals.

Detailed returns, showing particulars of tolls received, and other canal revenue collected at each office of the eight canal systems in operation in the Dominion, were submitted to the Department at the date of each inspection.

The aggregate receipts on account of canal revenue for the fiscal year ending 30th June, 1891, are \$345,143.61.

For hydraulic and other rents the receipts for the fiscal year are \$29,799.85.

Tabulated by districts and offices, and classified under subdivisions of canal revenue and hydraulic rents, the exhibit is as follows:—

### WELLAND CANAL.

| Collection Divisions. | CANAL REVENUE. |                       |                    |                 | Total Canal Revenue. | Hydraulic and other Rents. |
|-----------------------|----------------|-----------------------|--------------------|-----------------|----------------------|----------------------------|
|                       | Tolls.         | Wharfage and Storage. | Fines and Damages. | Other Receipts. |                      |                            |
|                       | \$ cts.        | \$ cts.               | \$ cts.            | \$ cts.         | \$ cts.              | \$ cts.                    |
| Port Colborne.....    | 126,409 73     | .....                 | 6 00               | .....           | 126,415 73           | 112 08                     |
| Port Dalhousie.....   | 59,246 37      | .....                 | .....              | .....           | 59,246 37            | 193 21                     |
| Dunnville.....        | 340 82         | .....                 | .....              | .....           | 340 82               | 497 67                     |
| Port Maitland.....    | 18 76          | .....                 | .....              | .....           | 18 76                | .....                      |
| Port Robinson.....    | 706 36         | .....                 | .....              | 81 59           | 787 95               | 293 00                     |
| St. Catharines.....   | 554 57         | .....                 | 1,147 38           | 20 00           | 1,721 95             | 2,670 76                   |
| Chippawa.....         | 54 95          | .....                 | .....              | .....           | 54 95                | .....                      |
| Totals.....           | 187,331 56     | .....                 | 1,153 38           | 101 59          | 188,586 53           | 3,766 72                   |

### ST. LAWRENCE CANALS.

|                  |           |          |        |           |           |           |
|------------------|-----------|----------|--------|-----------|-----------|-----------|
| Beauharnois..... | 790 28    | .....    | 105 55 | .....     | 895 83    | 3,852 50  |
| Cornwall.....    | 17,652 66 | .....    | 5 00   | .....     | 17,657 66 | 790 00    |
| Cardinal.....    | 773 65    | .....    | 5 00   | .....     | 778 65    | 575 00    |
| Lachine.....     | 2,940 74  | 21 36    | 4 00   | 1,588 83  | 4,554 93  | .....     |
| Montreal.....    | 25,982 04 | 4,655 85 | 297 50 | 10,963 62 | 41,899 01 | 19,753 48 |
| Kingston.....    | 14,133 40 | .....    | .....  | .....     | 14,133 40 | .....     |
| Totals.....      | 62,272 77 | 4,677 21 | 417 05 | 12,552 45 | 79,919 48 | 24,970 98 |

### CHAMBLY CANAL.

|                 |           |       |       |       |           |       |
|-----------------|-----------|-------|-------|-------|-----------|-------|
| Chamby.....     | 6,424 36  | ..... | 4 00  | ..... | 6,428 36  | 70 00 |
| St. John's..... | 13,268 05 | ..... | ..... | ..... | 13,268 05 | ..... |
| St. Ours.....   | 487 83    | ..... | 2 75  | ..... | 490 58    | ..... |
| Totals.....     | 20,180 24 | ..... | 6 75  | ..... | 20,186 99 | 70 00 |

## OTTAWA CANALS.

| Collection Divisions. | CANAL REVENUE. |                       |                    |                 | Total Canal Revenue. | Hydraulic and Other Rents. |
|-----------------------|----------------|-----------------------|--------------------|-----------------|----------------------|----------------------------|
|                       | Tolls.         | Wharfage and Storage. | Fines and Damages. | Other Receipts. |                      |                            |
|                       | \$ cts.        | \$ cts.               | \$ cts.            | \$ cts.         | \$ cts.              | \$ cts.                    |
| Ottawa.....           | 27,510 23      |                       |                    |                 | 27,510 23            |                            |
| Grenville.....        | 18,212 83      |                       |                    |                 | 18,212 83            | 5 00                       |
| Carillon.....         | 180 40         |                       |                    | 8 00            | 188 40               | 20 00                      |
| St. Anne's Lock.....  | 1,237 29       |                       |                    |                 | 1,237 29             |                            |
| Totals.....           | 47,140 75      |                       |                    | 8 00            | 47,148 75            | 25 00                      |

## RIDEAU CANAL.

|                     |          |       |      |        |          |        |
|---------------------|----------|-------|------|--------|----------|--------|
| Ottawa.....         | 4,094 36 | 12 20 | 5 00 | 176 00 | 4,287 56 | 564 75 |
| Kingston Mills..... | 1,432 25 |       |      |        | 1,432 25 | 105 50 |
| Smith's Falls.....  | 428 38   |       | 1 00 | 3 78   | 433 16   | 60 90  |
| Totals.....         | 5,954 99 | 12 20 | 6 00 | 179 78 | 6,152 97 | 731 15 |

## ST. PETER'S CANAL.

|                  |          |  |  |        |          |  |
|------------------|----------|--|--|--------|----------|--|
| St. Peter's..... | 1,528 85 |  |  | 177 91 | 1,706 76 |  |
|------------------|----------|--|--|--------|----------|--|

## MURRAY CANAL.

|               |        |  |       |  |        |  |
|---------------|--------|--|-------|--|--------|--|
| Brighton..... | 672 86 |  | 38 16 |  | 711 02 |  |
|---------------|--------|--|-------|--|--------|--|

## TRENT VALLEY CANAL.

|                    |            |          |          |           |            |           |
|--------------------|------------|----------|----------|-----------|------------|-----------|
| Burleigh.....      | 59 51      |          |          |           | 59 51      |           |
| Bobcaygeon.....    | 341 96     |          |          | 50 00     | 391 96     |           |
| Fenelon Falls..... | 34 96      |          |          |           | 34 96      | 50 00     |
| Hastings.....      | 28 70      |          |          |           | 28 70      | 180 00    |
| Peterborough.....  | 163 23     |          |          |           | 163 23     | 6 00      |
| Buckhorn.....      | 52 75      |          |          |           | 52 75      |           |
| Totals.....        | 681 11     |          |          | 50 00     | 731 11     | 236 00    |
| Grand Totals.....  | 325,763 13 | 4,689 41 | 1,621 34 | 13,069 73 | 345,143 61 | 29,799 85 |

The receipts, as above, are balanced by bank deposits in favour of the Receiver-General.

Relevant particulars concerning collection of canal revenue at the several canal offices were presented to the Department after each inspection.

I have the honour to be, Sir,

Your obedient servant,

H. B. WITTON,

*Inspector of Canals.*

T. TRUDEAU, Esq.,  
Deputy Minister, Railways and Canals.



## I N D E X

TO

## CANALS REVENUE AND STATISTICS.

|                                    | PAGE.                             |                                     | PAGE.                               |
|------------------------------------|-----------------------------------|-------------------------------------|-------------------------------------|
| Abbey, J. & J.                     | Lessees..... 310                  | Canada Meat Packing Lessees.....    | 176                                 |
| Abbott, Francis                    | do..... 180                       | Co.                                 |                                     |
| Acer & Kennedy                     | do..... 176                       | Canada Mutual Tele- do.....         | 176, 182                            |
| Acer, C. M.                        | do..... 176                       | graph Co.                           |                                     |
| Anderson, James                    | do..... 174                       | Canadian Pacific Rail- do.....      | 178, 180                            |
| Anderson, J. T.                    | do..... 174                       | way Co.                             |                                     |
| Andrews & Sons                     | do..... 170                       | Canals—Expenditure. Details of..... | 186                                 |
| Anglin, Wm.                        | do..... 182                       | do Revenue.....                     | 8                                   |
| Appendix A.....                    | 170                               | do Refunds.....                     | 16                                  |
| Arahill, J.                        | Salary..... 187                   | do Statistics.....                  | 23                                  |
| Arpin, Capt.                       | Fines..... 15                     | do Tariff.....                      | 156                                 |
| Auger, J. B., & Co.                | Lessees..... 312                  | Cantin, Aug.                        | Lessee..... 178                     |
| Bain, L.                           | Salary..... 189                   | Carbray & Routh                     | Fines..... 14                       |
| Barbeau, F. X.                     | Lessee..... 174                   | Cardinal, Joseph                    | Lessee..... 174                     |
| Barrett, J.                        | Contingencies and salary..... 188 | Cardinal Canal Office               | Contingencies and salaries..... 186 |
| Barthey, W. P.                     | Lessee..... 176                   | Carillon do                         | do..... 188                         |
| Bates, Joshua                      | do..... 180                       | Carmen, P.                          | Lessee..... 172                     |
| Battle, John                       | do..... 170                       | Carter, L. G.                       | do..... 172                         |
| Battle, Tn.                        | Salary..... 188                   | Catelli Bros.                       | do..... 178                         |
| Baxter, R. W.                      | Lessee..... 183                   | Chaffey, B. E.                      | do..... 182                         |
| Beach, M. T.                       | do..... 172                       | Chambers, R.                        | do..... 172                         |
| Beaty, Wm.                         | do..... 170                       | Chambly Canal Office                | Contingencies and salary..... 187   |
| Beauharnois C a n a l              | Contingencies and salary..... 186 | Chester, Alfred                     | Lessee..... 180                     |
| Office.                            |                                   | Chippewa Canal Office               | Contingencies and salary..... 186   |
| Beauharnois S t e a m              | Lessee..... 176                   | Chisholm & Minor                    | Lessees..... 170                    |
| Nav. Co.                           |                                   | Christie Family                     | Purchasers..... 184                 |
| Bell Telephone Co.                 | do..... 182                       | Clark, W. B.                        | Contingencies and salary..... 186   |
| Benson, W. T.                      | do..... 172                       | Clark, Wm.                          | Lessee..... 178                     |
| Benson & Aspden                    | do..... 172                       | Clegg, Wm.                          | Lessee..... 172                     |
| Berford, W. W.                     | do..... 180                       | Cockburn, Alex.                     | do..... 174                         |
| Bergin, D.                         | do..... 180                       | Collier, H. H.                      | Contingencies and salary..... 186   |
| Bergin, E.                         | do..... 176                       | Collier, R.                         | Lessee..... 170                     |
| Binet, D.                          | Refund..... 20                    | Collins, T. & P.                    | do..... 180                         |
| Bissett & Donaghy                  | Lessees..... 178                  | Conlon, J. & F.                     | Lessees..... 172                    |
| Bolduc, T. & W.                    | do..... 174                       | M. K. Connolly                      | Fines..... 14                       |
| Booth, J. R.                       | do..... 180                       | Corbeil, M.                         | Refund..... 177                     |
| Bourgoin & Thibault                | do..... 176                       | Cornwall Canal Office               | Contingencies and salaries..... 186 |
| Bourret, E.                        | Salary..... 189                   | Corporation of—                     |                                     |
| Brannigan, John                    | Lessee..... 182                   | County Welland                      | Lessees..... 172                    |
| Bridges, James                     | do..... 172                       | Montreal                            | do..... 176                         |
| Brocklebank, L.                    | do..... 172                       | Ottawa                              | do..... 178                         |
| Brodeur, S. A.                     | do..... 174                       | Port Colborne                       | do..... 172                         |
| Bronson & Weston                   | do..... 180                       | Town Salaberry.                     | do..... 174                         |
| Brophy, John                       | do..... 182                       | Welland                             | do..... 172                         |
| Brown & Merritt                    | do..... 172                       | Thorold                             | do..... 170                         |
| Brown & Ross                       | do..... 170                       | Village of Merriton                 | do..... 170                         |
| Brownscumb, Wm.                    | Salary..... 188                   | do Morrisburg                       | do..... 172                         |
| Bulger, M.                         | Fines..... 15                     | Coughlin, T.                        | Salary..... 188                     |
| Bulmer, H., jr., & Bros.           | Lessees..... 176-178              | Cowley, J.                          | Fines..... 14                       |
| Buntin, A.                         | do..... 174                       | Coulter, R.                         | Contingencies and salary..... 186   |
| Burrows, W.                        | Contingencies and salary..... 187 | Crevier, A. C.                      | Lessee..... 176                     |
| Burstall, J., & Co.                | Lessees..... 176                  | Crevier, W.                         | Salary..... 188                     |
| Bussi eres, F.                     | Salary..... 187                   | Cummings, J., Estate                | Lessee..... 182                     |
| Butterworth, J. G.                 | Lessee..... 178                   | of                                  |                                     |
| Cameron, D.                        | do..... 180                       | Danis, A. G.                        | Contingencies and salary..... 186   |
| Cameron & McInnis                  | do..... 172                       | D'Aoust, A. D.                      | Lessee..... 176                     |
| Canada Atlantic Rail- Lessees..... | 180                               | Darling, S.                         | do..... 172                         |
| way Co.                            |                                   | Davey, J., jun.                     | do..... 170                         |

|                                 |                            | PAGE.    |                                       |                            | PAGE.    |
|---------------------------------|----------------------------|----------|---------------------------------------|----------------------------|----------|
| Davis, H. & N.                  | Lessee                     | 172      | Harrison, Henry                       | Lessee                     | 174      |
| Davis, Wm. & Son                | do                         | 172-178  | Hartney, H.                           | do                         | 180      |
| Dawson, W.                      | do                         | 180      | Harvey, J. B.                         | Contingencies and salary.  | 186      |
| Deane, J.                       | Contingencies and salary.  | 188      | Hastey, Robert                        | Lessee                     | 178      |
| Delaney, D.                     | Lessee                     | 180      | Hain, J. R.                           | Salary                     | 186      |
| Delisle, Silfrid                | do                         | 178      | Hendershot, Bros.                     | Lessee                     | 174      |
| Demers, J., & Co.               | do                         | 174      | Henderson, Bros.                      | do                         | 172, 178 |
| Dennie, O. P.                   | do                         | 174      | Henderson Lumber Co.                  | do                         | 176      |
| Deschamps, J. B.                | Salary.                    | 187      | Heney, John                           | do                         | 178      |
| Dey Bros.                       | Lessees                    | 178      | Hickey, Andrew                        | do                         | 180      |
| Dion, E.                        | do                         | 174      | Hill, John                            | do                         | 170      |
| Dobie, Arch                     | do                         | 170      | Hodge, Andrew                         | do                         | 174      |
| Dobell, Beckett & Co.           | do                         | 176-178  | Hodgins, J. & C.                      | do                         | 178      |
| Dobell, H. & Co.                | Fines.                     | 14       | Hood, W.                              | do                         | 176      |
| Dominion Abattoir Co.           | Lessees                    | 178      | Howland, Jones & Co.                  | do                         | 170      |
| do Barb Wire Co.                | do                         | 178      | Howland, Peleg                        | do                         | 170      |
| do Bridge Co.                   | do                         | 178      | Howlett, Widow A.                     | do                         | 180      |
| do Land Co.                     | do                         | 176      | Hull, John                            | do                         | 182      |
| do Telegraph Co.                | do                         | 182      | Hume, A. E.                           | Refund                     | 18, 19   |
| Donaldson, Andrews & Ross       | do                         | 170      | Hurteau Bros.                         | Lessees                    | 176      |
| Doran, Wm. M.                   | do                         | 172      | Hutchison, William                    | Lessee                     | 170      |
| Drummond, McCaul & Refund Co.   | do                         | 19       | Hydraulic and other rents—Appendix A. | do                         | 170      |
| Dufresne, O., jr., & Bro.       | Lessee                     | 176      | do do                                 | Lessees' accounts.         | 170      |
| Duhamel, L.                     | do                         | 150      | do do                                 | Revenue                    | 11       |
| Durocher, C.                    | Salary.                    | 187      | Inspector of Canals                   | Contingencies and salary.  | 188      |
| Dunnville Canal Office          | Contingencies and salaries | 186      | Irvine, J. C.                         | Lessee                     | 172      |
| Dyer, Cornelius                 | Purchaser                  | 184      | Ives, Wm. & J. T.                     | Purchasers.                | 184      |
| Easton, Hiram                   | Lessee                     | 180      | Jackson, Henry                        | Lessee                     | 180      |
| Edwardsburg Starch Co.          | do                         | 172      | Jacques, G. E., & Co.                 | Lessees.                   | 176      |
| Ethier, B.                      | do                         | 178      | Jarvis, H.                            | Lessee                     | 170      |
| Expenditure—Canada, p. 172.     | Details of                 | 17       | Johnson, Wm. & Co.                    | do                         | 176      |
| Fahey, Edward                   | Salary                     | 187      | Jolivet, M.                           | Salary                     | 189      |
| Fairgrieve, J. B., & Son        | Refund.                    | 18       | Jones, C. J.                          | Lessee                     | 170      |
| Farley, Jas. F.                 | Contingencies and salary.  | 188      | Julien, Moise                         | do                         | 174      |
| Ferguson, John                  | Purchaser                  | 184      | Kavanagh, W. M.                       | Salary                     | 188      |
| Flack Bros.                     | Lessees.                   | 174      | Keily, Michael                        | Lessee                     | 180      |
| Flanagan R.                     | Contingencies and salary.  | 186      | Kennedy, Philip                       | do                         | 180      |
| Fortier, J. E.                  | Salary                     | 189      | Kilroe, Michael                       | do                         | 180      |
| Foster, John                    | Purchaser                  | 184      | King & Dolan                          | do                         | 170      |
| Foster, Paul                    | do                         | 184      | Kingston & Montreal                   | Refunds                    | 18, 19   |
| Foster, M. J.                   | Lessee                     | 182      | Forwarding Co.                        | Salaries and contingencies | 186      |
| Fournier, J. A.                 | Salary                     | 187      | Kingston Canal Office                 | do                         | 188      |
| Fox, Albert                     | Lessee                     | 178      | Kingston Mills Canal Office           | do                         | 188      |
| Freneh, Eusébe                  | do                         | 174      | Kingston, Thomas                      | Lessee                     | 180      |
| Frothingham, Estate of J.       | do                         | 178      | Lachine Canal Office                  | Salaries and contingencies | 186      |
| Frothingham & Workman           | do                         | 176      | Lake St. Francis Navigation Co.       | Lessees.                   | 174      |
| Galbraith, T. J.                | Contingencies and salary.  | 186      | Lakefield Lumber Co.                  | do                         | 182      |
| Gault, A. F.                    | Lessee                     | 174      | Laplank, P.                           | Fines.                     | 14       |
| Geddes, W. A.                   | Fines.                     | 15       | Latour, L.                            | do                         | 14       |
| Gibson, Wm.                     | Lessee                     | 172      | Lamothe, P.                           | Lessee                     | 178      |
| Gilbert, E. E.                  | do                         | 172      | Larocque, J.                          | do                         | 174      |
| Gillespie, Capt. O.             | Refund.                    | 19       | Lattimore, A.                         | do                         | 172      |
| Gillespie, J. C. & J.           | Lessee                     | 170      | Lattimore, R. F.                      | do                         | 172      |
| Giroux, A. P.                   | Salary                     | 187      | Laurie, R.                            | do                         | 170      |
| Gordon, John                    | Lessee                     | 172      | Laurie, R. & J.                       | do                         | 170      |
| Gordon & McKay                  | do                         | 170      | Laubin, F. X.                         | do                         | 175      |
| Gould, Ira, & Son               | do                         | 176, 178 | Lavender, W.                          | do                         | 180      |
| Graham, John                    | do                         | 180      | Lavallee, Capt.                       | Fines                      | 15       |
| Graham, Joseph                  | Purchaser                  | 184      | Lebeau, D.                            | Lessee                     | 182      |
| Grand Trunk Railway             | Lessee                     | 172, 176 | Lebœuf, J.                            | Salary                     | 189      |
| Graybiel, John                  | do                         | 172      | Lebrun, G.                            | Fines.                     | 15       |
| G. N. W. Tele. Co.              | do                         | 182      | Leduc, Louis                          | Lessee                     | 174      |
| Grenville Canal Office          | Contingencies and salary.  | 188      | Lee, Edward                           | do                         | 172      |
| Grier, A. J.                    | Lessee                     | 182      | Lefebvre, H.                          | Salary                     | 186      |
| Haney, S. & J.                  | Lessees.                   | 172      | Leggett, J. E.                        | do                         | 186      |
| Hanson, Capt. W.                | Fines.                     | 14       | Lesperance, Auguste                   | Lessee                     | 176      |
| Hastings, Capt. J.              | do                         | 14       | Lerouise, D.                          | Fines.                     | 14       |
| Harbour Commissioners, Montreal | Lessees                    | 176      | Little, Wm.                           | Lessee                     | 178      |
| Hardy, R. E.                    | Lessee                     | 180      | London and Canadian                   | do                         | 180      |
| Harris, G. A.                   | Refund                     | 20       | Loan Co.                              | do                         | 180      |
|                                 |                            |          | Loney & Campbell                      | do                         | 174      |
|                                 |                            |          | Longtin, Onésime                      | do                         | 174      |
|                                 |                            |          | Lussier, E.                           | Fines                      | 15       |
|                                 |                            |          | Lybster Cotton Co.                    | Lessee                     | 170      |

|                       |                            | PAGE.  |                       |                            | PAGE.   |
|-----------------------|----------------------------|--------|-----------------------|----------------------------|---------|
| Malcolmson, John      | Refunds                    | 18, 19 | O'Donnell, Patrick    | Lessee.....                | 180     |
| Maltby & King         | Lessees                    | 176    | O'Gilvie & Co., A. W. | do .....                   | 176     |
| Marks, James          | Lessee                     | 180    | O'Keefe, P.           | do .....                   | 172     |
| Martel, M. D. & S.    | Contingencies and salary   | 187    | O'Neill, John         | Contingencies and salary.  | 187     |
| Masson, H. E.         | Lessee                     | 182    | Ottawa Canal Office   | do .....                   | 188     |
| Mathieu, P.           | Salary                     | 187    | do Canoe Club         | Lessee.....                | 178     |
| Maurice, J. A.        | Lessee                     | 178    | Ouellette, E., & Co.  | do .....                   | 178     |
| May, G.               | do                         | 180    | Owens, T. P.          | Salary.....                | 189     |
| May, Thomas           | do                         | 180    | Page & Co., C. J.     | Lessee.....                | 172     |
| Mead, Eli             | do                         | 172    | Paget, Thos.          | do .....                   | 181     |
| Melamby, Wm.          | do                         | 172    | Papineau, N.          | do .....                   | 174     |
| Meloche, J.           | do                         | 176    | Paradis, N.           | do .....                   | 177     |
| Merchants' Manufac-   |                            |        | Paré, Louis           | Contingencies and salary.  | 187     |
| turing Co.            | do                         | 178    | Pariseau, D.          | Lessee.....                | 178     |
| Merrifield, S.        | do                         | 180    | Patterson, Mrs. H.    | do .....                   | 180     |
| Merrick, Henry        | do                         | 180    | Payne, Josiah         | do .....                   | 180     |
| Merritt Cotton Co.    | do                         | 170    | Pease, D. B.          | do .....                   | 174     |
| Metzler, Rev. J.      | Refund                     | 19     | Peck, Benny & Co.     | do .....                   | 176     |
| Miller, Wm.           | Lessee                     | 180    | Pelletier, P.         | Salary.....                | 187     |
| Milligan, Capt. A.    | Fines                      | 14     | Permanent Loan Co.    | Lessee.....                | 174     |
| Miner, Jessie         | Lessee                     | 180    | Phelps Bros.          | Lessees.....               | 172     |
| Moody & Son           | do                         | 170    | Phelps, Calvin        | Lessee.....                | 170     |
| Molson, J., jun.      | do                         | 172    | Pierce, J. C., & Son  | Lessees.....               | 178     |
| Montreal—             |                            |        | Pillow, Hersey & Co   | do .....                   | 176     |
| Canal Office          | Salaries and contingencies | 186    | Pirette, John         | Salary.....                | 186     |
| Cotton Co.            | Lessees                    | 174    | Poitras, F. X.        | Lessee.....                | 174     |
| Coal & Elevating Co.  | do                         | 176    | Port Colborne Canal   | Contingencies and salaries | 186     |
| Harbour Commis's      | do                         | 176    | Office                |                            |         |
| Street Railway Co.    | do                         | 176    | Port Dalhousie Canal  | do .....                   | 186     |
| Transportation Co.    | do                         | 178    | Office                |                            |         |
| do                    | Fines                      | 14     | Port Maitland Canal   | do .....                   | 186     |
| Warehousing Co.       | Refund                     | 18, 19 | Office                |                            |         |
| Morris, W. D.         | do                         | 180    | Port Robinson Canal   | do .....                   | 186     |
| Morris, George        | Lessee                     | 180    | Office                |                            |         |
| Moseley, E. V., & Co. | do                         | 178    | Port Robinson Dry     | Lessee.....                | 170     |
| Muir, A.              | Lessee                     | 170    | Dock Co.              |                            |         |
| Mulhern, M. M.        | Salary                     | 186    | Poulin, P.            | do .....                   | 174-176 |
| Municipal Council of  |                            |        | Powell, Wm.           | do .....                   | 180     |
| Iroquois              | Lessee                     | 172    | Pridham, A.           | Contingencies and salary.  | 188     |
| Murphy, D.            | Contingencies and salary   | 188    | Quesnel, Jules        | do .....                   | 187     |
| Murphy, D., & Co.     | Refunds                    | 19     | Ramsden, J. A.        | Salary.....                | 186     |
| Murray Canal Office   | Contingencies              | 188    | Ranney, John L.       | Lessee.....                | 170     |
| Musson, P. H.         | Lessee                     | 170    | Rees, John F.         | do .....                   | 186     |
| McArthur, Donald      | Purchaser                  | 184    | Refunds               | 18-19                      |         |
| McArthur, Wm.         | Salary                     | 188    | Reid, J.              | Contingencies and salary.  | 187     |
| McCaffrey, Charles    | Lessee                     | 180    | Reid, John            | Lessee.....                | 172     |
| McCloy, Robert        | do                         | 180    | Reid, G.              | Salary.....                | 187     |
| McCullough, G. W.     | do                         | 178    | Read, Capt. J.        | Refund.....                | 19      |
| McDonald, A.          | do                         | 172    | Revenue.....          | 9                          |         |
| McDonagh, John        | do                         | 170    | Richelieu Navigation  | Lessee.....                | 176     |
| McDonald, James       | do                         | 174    | Co.                   |                            |         |
| McDonald, Jas., Est.  | do                         | 174    | do do                 | Fines.....                 | 14      |
| McFarland, D. E.      | Contingencies and salary.  | 186    | Richey, W. M.         | Contingencies and salary.  | 188     |
| McFarland & Lemon     | Lessees                    | 170    | Rickey, George        | Lessee.....                | 180     |
| McFee, Col.           | Lessee                     | 174    | Rideau Skating and    | do .....                   | 178     |
| McGlashen, L.         | do                         | 172    | Curling Club          |                            |         |
| McIntyre, J.          | do                         | 178    | Riendeau, H.          | do .....                   | 178     |
| McKay, E. D., & Sons  | Refunds                    | 18-19  | Riordan, J.           | Lessee.....                | 170     |
| McKay, Thos.          | Lessee                     | 178    | Robertson, A. M.      | Refund.....                | 18-19   |
| McKenzie, J.          | Fines                      | 14     | Rolston & Haskins     | Lessees.....               | 172     |
| McKinnon, M.          | Salary                     | 189    | Rose, H. A.           | Lessee.....                | 172     |
| McLeary & McLean      | Lessees                    | 170    | Ross, J. H.           | do .....                   | 172     |
| McLennan, H.          | Lessee                     | 176    | Rourk, John           | do .....                   | 182     |
| McMillan, R. P.       | Salary                     | 187    | Rowland, Wm.          | do .....                   | 180     |
| McNally, T.           | do                         | 187    | Royal Electric Co.    | do .....                   | 176     |
| McNeil, Neil          | Lessee                     | 182    | Sandford, F.          | do .....                   | 182     |
| McPhee & Co., Alex.   | Lessees                    | 174    | Scholfield, A. K.     | do .....                   | 172     |
| McPherson & Weir      | do                         | 170    | Scholfield, W.        | Lessee.....                | 172     |
| McRory, P.            | Lessee                     | 176    | School Trustees       | do .....                   | 172     |
| McRae & Co., J. W.    | do                         | 178    | Scott, Wm. and Alex.  | Purchasers.....            | 184     |
| Neelon, S.            | do                         | 170    | Shaver, Sydney        | Lessee.....                | 172     |
| Neville, John         | do                         | 178    | Shaver, Henry         | Fines.....                 | 15      |
| Norris & Neelan       | do                         | 170    | Shepherd, George      | Lessee.....                | 180     |
| Norris, James         | Fines                      | 14     | Sherwood, A.          | do .....                   | 172     |
| O'Callaghan, T.       | Salary                     | 186    | Simard & Godin        | Lessees.....               | 178     |
| O'Cain, James         | do                         | 179    | Smith, J. B.          | Lessee.....                | 170     |
| O'Connor, D.          | Professional services      | 189    | Smith, M. A.          | do .....                   | 172     |



|  | PAGE. |  | PAGE. |
|--|-------|--|-------|
| Smith, R. C. Lessee.....                           | 182   | Towers, Thomas Lessee.....                 | 170   |
| Smith's Falls Canal Contingencies and salary       | 188   | Trent Canal Contingencies .....            | 188   |
| Office.....  |       | Trempe, O. Lessees.....                    | 174   |
| Smith's Falls Curling Lessee.....                  | 180   | Trustees, School do .....                  | 170   |
| Club.....  |       | Tuttle, Date & Rodden Lessees.....         | 170   |
| South-Eastern Railway do .....                     | 178   | Valleyfield Canning Co do .....            | 174   |
| Co.....  |       | do Electric do .....                       | 174   |
| Sproule, John and W. Purchasers .....              | 184   | Light Co.....                              |       |
| Statistics—Appendix A .....                        | 23    | Vieau, S. do .....                         | 176   |
| Steel, Robert Lessee.....                          | 174   | Villeneuve, J. Salary .....                | 187   |
| Stephen, George do .....                           | 174   | Vessels, Total Tonnage Classified .....    | 146   |
| Sterling, G. do .....                              | 178   | and Nationality of .....                   |       |
| Stormont Cotton Co. Lessees.....                   | 174   | do do Passed through the canals            | 138   |
| St. Amour & Co. Lessee.....                        | 174   | Wallace, George Lessee .....               | 172   |
| St. Anne's Lock Canal Contingencies and salaries   | 188   | Walsh, R. N. do .....                      | 174   |
| Office.....  |       | Walthe, S., & Co. do .....                 | 172   |
| St. Catharines—                                    |       | Ward, W. H. do .....                       | 170   |
| Canal Office do .....                              | 186   | Ward, R., Estate of do .....               | 180   |
| Street Railway Co. Lessees.....                    | 170   | Warren-Scarf Asphalt do .....              | 178   |
| Water Power Co. do .....                           | 170   | Paving Co.....                             |       |
| St. Catharines & Welland Canal Gaslight            | 170   | Wattie, James do .....                     | 174   |
| Co.....  |       | Weatherly, S. J. do .....                  | 172   |
| St. Catharines & Niagara Central Ry. Co. do .....  | 170   | Webster, James Fines.....                  | 14    |
| St. John's Canal Office Contingencies and salaries | 187   | Webster, W. J. Lessee.....                 | 182   |
| St. Lawrence & Ottawa Lessees.....                 | 180   | Welland Canal—                             |       |
| Railway Co.....                                    |       | Refund.....                                | 16    |
| St. Louis, J. Salary.....                          | 187   | Railway Co. Lessee .....                   | 172   |
| St. Ours Lock Canal Contingencies and salaries     | 187   | Loan Co. do .....                          | 170   |
| Office.....  |       | Whealey, W. H. do .....                    | 180   |
| Sunday Labour .....                                | 186   | White, A. C. do .....                      | 180   |
| Swayze, Caleb Lessee.....                          | 172   | White, F. O. do .....                      | 172   |
| Tait, G. & W. do .....                             | 176   | Whitman & Barns Manufacturing Co. do ..... | 170   |
| Tanner, A. W. do .....                             | 184   | Whitney, D. Fines, &c.....                 | 14    |
| Tariff.....  | 158   | Wiggle, Capt. N. J. Refund.....            | 19    |
| Taylor, John Lessee.....                           | 172   | Wilson, Chas. E. Lessee .....              | 174   |
| Taylor, F. H. Refund.....                          | 18    | Wilson, Jas. do .....                      | 170   |
| Teakles, B. H. Travelling expenses.....            | 189   | Wilson, J., jun. do .....                  | 176   |
| Temporal Committee, do .....                       |       | Wilson, John H. do .....                   | 174   |
| St. Andrew's Church Lessee.....                    | 180   | Witton, H. B. Contingencies and salaries   | 188   |
| Tett, J. B. and B. do .....                        | 180   | Wood, A. Lessee .....                      | 180   |
| Thorold W. & C. Co. Lessee.....                    | 170   | Wood, J. & C. H. Lessees.....              | 174   |
| Tipton, T. L. M. Contingencies and salary          | 186   | Wood, W. D. & G. C. do .....               | 174   |
| Tolls, Canal.....                                  | 8     | Wood & Green do .....                      | 170   |
| Toronto Paper Co. Lessees.....                     | 174   | Wright & Duncan do .....                   | 170   |
|  |       | Young, H. A. Refunds .....                 | 18-19 |

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DEPARTMENT OF MARINE

FOR THE

FISCAL YEAR ENDED 30<sup>TH</sup> JUNE

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*To His Excellency the Right Honourable Lord Stanley of Preston, Governor General  
of Canada, &c., &c.*

MAY IT PLEASE YOUR EXCELLENCY:

I have the honour to submit herewith, for the information of Your Excellency and the Legislature of Canada, the Twenty-Fourth Annual Report of the Department of Marine.

I have the honour to be,

Your Excellency's most obedient servant,

CHARLES H. TUPPER,  
*Minister of Marine and Fisheries.*

DEPARTMENT OF MARINE,  
OTTAWA, 31st December, 1891.



# CONTENTS.

|  | PAGE. |
|--|-------|
| Report submitted by Minister.....                                | iii   |
| Report of the Deputy Minister .....                              | 7     |
| SUBJECTS EMBRACED IN DEPUTY MINISTER'S REPORT.                   |       |
| Aids to Navigation in Ontario .....                              | 9     |
| Buoy service, Quebec.....  | 19    |
| do Nova Scotia .....   | 31    |
| do New Brunswick .....   | 37    |
| British Columbia Lighthouse Division.....                        | 41    |
| Buoys and Beacons, British Columbia.....                         | 45    |
| Burrard Inlet Resurvey .....                                     | 75    |
| Cost of maintaining Lighthouses, &c., and Dominion Steamers..... | 58    |
| Climatology .....  | 74    |
| Coasting Trade, Law relating to .....                            | 84    |
| Correspondence .....   | 86    |
| Dominion Steamers .....  | 48    |
| do "Napoleon III" .....  | 49    |
| do "Druid" .....   | 49    |
| do "Newfield" .....  | 49    |
| do "Lansdowne" .....   | 50    |
| do "Stanley" .....   | 50    |
| do "Sir James Douglas" .....                                     | 53    |
| do "Quadra" .....  | 53    |
| do "Bayfield" .....  | 55    |
| do "Alert" .....   | 55    |
| Deck Loads .....   | 99    |
| Fog-alarms Quebec.....   | 15    |
| do Nova Scotia .....   | 25    |
| do British Columbia .....  | 41    |
| Fraser River, Improvements in Navigation of.....                 | 105   |
| Gas Buoys, Quebec Division .....                                 | 20    |
| Georgian Bay Survey .....  | 74    |
| Harbour Police .....   | 61    |
| Harbour Masters.....   | 105   |
| Improvements proposed in British Columbia .....                  | 43    |
| Ice-boat Mail Service.....                                       | 59    |
| Inspection of Shipments of Live Stock .....                      | 101   |
| Lighthouse Service.....  | 7     |
| Lightkeepers, changes of .....                                   | 46    |
| Longitude of Montreal, Determination of.....                     | 72    |
| Load Lines .....   | 94    |
| Live Stock, Inspection of Shipments .....                        | 101   |

|  |     |
|--|-----|
| Legislation .....  | 106 |
| Meteorological Service .....                             | 70  |
| Magnetic Observatories .....                             | 72  |
| Masters and Mates Certificates, Foreign Sea-going .....  | 81  |
| do do Inland and Coasting .....                          | 81  |
| Merchant Shipping, Number and Tonnage of Vessels .....   | 87  |
| Messenger Pigeons .....                                  | 104 |
| New Lights and Fog-alarms, Quebec Division .....         | 15  |
| Nova Scotia Lighthouse Division .....                    | 20  |
| New Brunswick do .....                                   | 34  |
| Ontario do .....   | 8   |
| Oil .....  | 48  |
| Obstructions to Navigation, Removal of .....             | 77  |
| Officials and Employés, List of, Inside Service .....    | 85  |
| do do Outside do .....                                   | 85  |
| Prince Edward Island Lighthouse Division .....           | 39  |
| Port Wardens .....                                       | 105 |
| Quebec Lighthouse Division .....                         | 15  |
| Repairs to Stations, Ontario .....                       | 12  |
| do Quebec .....  | 16  |
| do Nova Scotia .....                                     | 21  |
| do New Brunswick .....                                   | 34  |
| do Prince Edward Island .....                            | 39  |
| do British Columbia .....                                | 44  |
| Rewards for Saving Life .....                            | 75  |
| Sick and Distressed Mariners .....                       | 63  |
| Signal Service .....                                     | 77  |
| Steamboat Inspection and Certificates to Engineers ..... | 78  |
| Tidal Observations .....                                 | 83  |
| Wrecks and Casualties .....                              | 83  |

## APPENDICES.

|  |     |
|--|-----|
| Burrard Inlet Resurvey, Report on .....                        | 146 |
| Expenditure of Department, Statement of .....                  | 109 |
| Georgian Bay Survey, Report on .....                           | 144 |
| Harbour Police, Report of Superintendent, Quebec .....         | 158 |
| Life-boat Stations, Statement of .....                         | 172 |
| Meteorological Service, Report on .....                        | 112 |
| Magnetic Observatory do .....                                  | 126 |
| Masters and Mates, Report of Chairman Board of Examiners ..... | 141 |
| Revenue of Department, Statement of .....                      | 110 |
| Rewards for Saving Life, Statement of .....                    | 168 |
| Sick Mariners Dues, Statement of .....                         | 111 |
| Steamboat Inspection, Report of Chairman of Board .....        | 135 |
| Signal Service, Report on .....                                | 147 |
| Shipping of Live Stock Inspection Act and Regulations .....    | 162 |

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# REPORT

OF THE

## DEPUTY MINISTER.

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To the Honourable

CHARLES H. TUPPER,

Minister of Marine and Fisheries.

SIR,—I have the honour to report on the transactions of this Department for the fiscal year ended the 30th June last, and to give an account of a considerable portion of the business up to 1st December, 1891.

A supplement will be issued to this report, comprising returns from the Chairmen of the Boards of Steamboat Inspection and of Examiners of Masters and Mates; the reports of the Toronto, Belleville, Montreal, Quebec, Three Rivers, Pictou and North Sydney Harbour Commissioners, the Pilotage Authorities, the Harbour Masters, the Port Wardens and the Harbour Police of Quebec, together with statements of wrecks and casualties.

The total amount expended on the various branches of the public service administered by this Department, including the salaries of the Established Staff, during the fiscal year ended 30th June last was \$874,132.76, being an increase of expenditure over that of the previous year of \$66,948.88. This increase is largely due to the outlay for the new steamer "Quadra" built for the British Columbia service. The total amount voted by Parliament was \$938,350.10, which amount includes the department salaries. It will be seen that during the last fiscal year the expenditure was \$63,983.59 less than the amount appropriated by Parliament.

The whole number of persons engaged in the outside service of the Department at the date of this report is 1,434.

During the past fiscal year the expenditure for Lighthouse and Coast Service amounted to \$492,196.99, including construction, while for the previous year it amounted to \$466,155.09, showing an increase of expenditure for the past fiscal year of \$26,041.90. The appropriation by Parliament for Lighthouse and Coast Service was \$516,833.80. It will thus be seen that the expenditure for this service was \$24,636.81 less than the appropriation.

### LIGHTHOUSE SERVICE.

The lighthouse service of the Dominion is divided as follows, viz.: The Ontario Division, embracing all lights from Montreal westward to the North-West Territories; the Quebec Division, extending below Montreal and including the River and Gulf of St. Lawrence and the Strait of Belle-Isle; the Nova Scotia Division including



St. Paul's Island, Cape Breton, Sable Island and Cape Race, Newfoundland; the New Brunswick Division, the Prince Edward Island Division and the British Columbia Division, each including the lights within the provincial boundaries. The total number of light stations in the Dominion on the 1st of December, 1891, was 605 and of lights shown, 710; the number of steam fog-whistles and fog-horns, 54; the number of light-keepers and engineers of fog-whistles and other assistants, with crews of lightships, was 670.

The following is the number of lights shown, of fog-whistles and fog-horns in the several Provinces of the Dominion on the 31st of December of each year, from 1886 to 1891 inclusive.

These numbers include the light stations on the coast of Newfoundland maintained by the Dominion.

|                      |           | Light<br>Stations. | Light-<br>Houses. | Fog-<br>Whistles. | Fog-horns. |
|----------------------|-----------|--------------------|-------------------|-------------------|------------|
| 31st December, 1868. | .....     | 198                | 227               | 2                 | .....      |
| do                   | 1869..... | 219                | 233               | 2                 | .....      |
| do                   | 1870..... | 240                | 278               | 4                 | .....      |
| do                   | 1871..... | 264                | 297               | 8                 | .....      |
| do                   | 1872..... | 280                | 314               | 13                | .....      |
| do                   | 1873..... | 316                | 363               | 17                | .....      |
| do                   | 1874..... | 342                | 384               | 18                | ..         |
| do                   | 1875..... | 377                | 444               | 22                | .....      |
| do                   | 1876..... | 407                | 488               | 24                | .....      |
| do                   | 1877..... | 416                | 509               | 25                | 2          |
| do                   | 1878..... | 427                | 518               | 25                | 4          |
| do                   | 1879..... | 443                | 542               | 23                | 6          |
| do                   | 1880..... | 452                | 551               | 22                | 7          |
| do                   | 1881..... | 462                | 553               | 23                | 9          |
| do                   | 1882..... | 470                | 562               | 23                | 9          |
| do                   | 1883..... | 484                | 578               | 23                | 9          |
| do                   | 1884..... | 507                | 597               | 23                | 10         |
| do                   | 1885..... | 526                | 617               | 23                | 12         |
| do                   | 1886..... | 534                | 625               | 23                | 16         |
| do                   | 1887..... | 561                | 658               | 23                | 24         |
| do                   | 1888..... | 569                | 664               | 23                | 27         |
| do                   | 1889..... | 579                | 675               | 24                | 29         |
| do                   | 1890..... | 599                | 705               | 23                | 32         |
| do                   | 1891..... | 605                | 710               | 23                | 31         |
|                      |           | =====              | =====             | =====             | =====      |

#### ONTARIO LIGHTHOUSE DIVISION.

This division includes the lighthouses and lightships in that part of the Province of Quebec lying west of Montreal, all the lights in the Province of Ontario, embracing the lights on the Ottawa River, the St. Lawrence River above Montreal, the great lakes, and some of the smaller inland lakes, as well as a lighthouse and lightship on Lake Winnipeg in the Province of Manitoba.

The number of lighthouses, lighted-beacons and lightships maintained by the Dominion in the Ontario Division, inclusive of the two in Manitoba, is 203. There are also 425 buoys and 20 beacons.

The number of lightkeepers in this division, paid directly by the Government, is 158, but in several cases assistants are employed by keepers and paid by them out of the allowance made by the Government for that purpose.

The lights in this Division, with the exception of those on the Bay of Quinté, the Ottawa River and small lakes, were inspected during the months of July and August by Mr. Patrick Harty, Superintendent of Lights, and supplied with the necessary stores; the steamer "Canada" having been chartered for that purpose for the sum of \$3,200.

#### NEW AIDS TO NAVIGATION.

##### *Peninsula Harbour.*

The light buildings at Peninsula Harbour, in Lake Superior, to which reference was made in last year's report, were completed according to contract during the past season, and the light was put in operation for the first time on the 1st August last.

The main building, which stands on the south end of the island opposite the peninsula at the entrance to the harbour, consists of a wooden tower, square in plan, with a dwelling attached, the tower surmounted by an iron lantern. The woodwork is painted white and the lantern red. The height of the building from its base to the vane on the lantern, is 56 feet.

From the lantern is shown a revolving white or bright catoptric light, the flashes attaining their greatest brilliancy every 30 seconds. This light, being elevated 105 feet above the level of the lake, should be visible in clear weather 16 miles from all points of approach by water.

Mr. Charles Mickler's contract price for this work was \$3,165, and the total cost of establishing the light, including lantern and illuminating apparatus, was \$5,340.

##### *East End of Long Point, Lake Erie.*

The fog building at this light station was erected during the past season by Messrs. McCall and Mason, of St. Williams, under the contract allotted to them last year, but the alarm has not yet been put in operation, as delay occurred in receiving the fog alarm machinery, the Pictou Iron Foundry and Manufacturing Company having failed to deliver the same by the date specified. Two horns and machines, and two boilers complete are now near the station ready to be conveyed there and set up as soon as navigation opens next spring.

##### *St. Anicet Shoal.*

As proposed last year the lighthouse at Port Lewis, on the south shore of Lake St. Francis, in the County of Huntingdon, P.Q., was removed to a pier built on the north-west point of the bar, which extends out, on the south side of the channel, into Lake St. Francis, opposite the village of St. Anicet. The pier consists of a substructure built of timber cribwork, surmounted by a steel cylinder filled with

stone. It is sunk in 9 feet water on the south edge of the steamboat channel, and is distant 5,700 feet N.  $\frac{1}{2}$  E. from St. Anicet parish church, and about two miles from the old position of the lighthouse. The tower which was removed is a square wooden building painted white, surmounted by an iron lantern painted red. The part of the steel cylinder above water is painted brown, and the height of the tower from the top of the pier to the vane on the lantern is 31 feet.

The light, which was put in operation upon the opening of navigation last spring, is fixed white, catoptric, elevated 31 feet above the summer level of the lake, and visible, in clear weather, 10 miles from all points of approach. The lowest tender received for doing this work was \$2,600. As this was considered excessive the work was done by the Department under the superintendence of Mr. Noble, Foreman of Works, at a total cost of \$1,914.37, but modifications were made from the plans on which tenders were asked by substituting iron and stone for a wooden pier, which greatly enhanced the cost and also improved the durability of the structure.

#### *Murray Canal and Approaches.*

It was stated in last year's report that several improvements in aids to navigation would be required in the Bay of Quinté and in Presqu'Île Bay, in connection with the opening of the Murray Canal for traffic. During the past season these improvements have been carried into effect. They consist of the following:—

Three new range light buildings on piers were established in Presqu'Île Bay, and were put in operation on the 10th September last. They were erected under contract by Mr. Walter Alford, of Belleville, the contract price being \$5,995. One of these lights is located 1,100 feet from Brighton wharf. The octagonal pier stands in 14 feet water. The tower, previously standing on a crib on Calf Pasture Shoal was removed on to this crib and the Calf Pasture Shoal light discontinued, the cribwork pier, however, being allowed to remain on Calf Pasture Shoal as a day beacon. The light shown from the tower in its new position is fixed white, elevated 28 feet above the water, and visible 6 miles in the line of range.

The second light of this system stands on a pier in 7 feet water, 1,440 feet from Brighton wharf. The pier is surmounted by a square wooden tower, 47 feet high, painted white. The light is fixed red, elevated 45 feet above the water, and visible 6 miles. In conjunction with the light last described, this light forms a range to lead in through the middle of the dredged channel, from Lake Ontario, past Salt Point. In conjunction with that next to be described, it leads to and from the western end of the canal.

The third light is on a pier in 15 feet water, 3,920 feet from Brighton wharf. The tower is a square wooden building, painted white, and 30 feet high. The pier is octagonal. The light is fixed white, elevated 29 feet above the water, and visible 3 miles. It forms a range with the light last described, and also shows a turning point in the dredged channel.

In consequence of the establishment of these range lights, the back range light at Salt Point, which showed the alignment through the old channel into Presqu'Île Bay, was discontinued.

In addition to the eight spar buoys set out last season, one spar buoy was placed at the Bay of Quinté end of the canal during the past summer, and all the buoys in this neighbourhood have been placed under the control of the superintendent of the Murray Canal, to ensure prompt and efficient supervision.

In addition to these improvements, carried out by the Department of Marine, six lights were established last year on the pier-heads and bridges of the canal, by the Department of Railways and Canals, which are regularly maintained by the superintendent of the canal, as follows:—

1. A fixed red light, elevated 19 feet above the water, on a square, pyramidal, open frame, 30 feet from the end of the north pier, at the east entrance to the canal.
2. A light, elevated 35 feet above the water, placed over the swing pier of the Carrying-place highway bridge, which is 4,725 feet up the canal from the light on the east pier-head. The lantern is so arranged that when the swing is open for vessels a white light is shown over the southern edge of the swing pier, and when closed a red light is shown directly over the middle of the pier.
3. A similar light to that last described, but 20 feet above the water, on the swing pier of the Northern Ontario Railway bridge, which is 1,500 feet westwardly from the Carrying-place bridge.
4. A similar light, 35 feet above the water, on the Smithfield bridge, which crosses the canal near the middle of its length, or 6,600 feet westwardly from the railway bridge.
5. A similar light, 35 feet above the water, on Lovitt's bridge, which crosses the canal 6,490 feet from its western extremity, or 7,700 feet westerly from the last described.
6. A fixed red light, visible 4 miles, elevated 14 feet above the water, standing over a square, pyramidal open frame, 30 feet from the outer end of the north pier, at the west entrance to the canal.

#### *Approaches to Kingston Harbour.*

Urgent representations have been made to this Department for some years past of the necessity for improving the approaches to Kingston harbour, so as to accommodate the heavy draught vessels entering that port, especially late in the autumn, with cargoes of grain, and during the past season the Chief Engineer of the Department made a special examination and report of desirable improvements. As a part of the contemplated improvements it is proposed during the coming season to erect range lights on Barriefield Common, to lead into the freight wharves, clear of all shoals, and tenders will shortly be invited for the construction of skeleton iron towers for this purpose.

Three isolated shoals in the harbour which have heretofore been marked by small spar buoys, will in future have anchored on them large, square platform buoys, surmounted by conspicuous framework beacons.

The desirability of establishing a steam fog-horn at Nine Mile Point is also under consideration. In the meantime the fog-bell was been removed to the most prominent position on the point and improved in every possible way, at a cost of \$69.21.

*Dickinson's Landing.*

A small lighthouse at Dickinson's Landing, at the head of the Cornwall Canal, which had previously been maintained by the Department of Railways and Canals, was, at the suggestion of the Auditor General, transferred to the charge of this Department on the 1st July, 1890. Inspection of the existing lighthouse tower indicated that it was very much out of repair, and as it was a small and inconvenient building, it was decided to replace it by a new tower. The work was carried out under contract by Mr. Wm. H. Miller of Moulinette, whose price for the new tower was \$253. The work was completed on the 5th October last, the total cost being \$326.33.

The new tower, which stands on the pier-head on the south side of the west entrance to the Cornwall Canal, is a square wooden building, painted white, standing 22 feet high above the pier. The light is fixed white, dioptric, and leads to the entrance to the canal from the river above.

*Limekiln Crossing.*

The temporary lights maintained by this Department below the dredged channel at the Limekiln Crossing, on the Detroit River, opposite Amherstburg railway station, in the South Riding of Essex, Ontario, were replaced last year by two permanent structures erected in the alignment of the centre of the 440 foot wide dredged channel. The buildings, consisting of iron skeleton towers, surmounted by metal lanterns, were supplied by the Russell Wheel and Foundry Company of Detroit, Michigan. They stand upon cribwork piers erected under the superintendence of the Engineer of the United States Government in charge of the dredging operations at the Crossing. This arrangement enabled the Department to have the piers built at very little cost, and under adequate supervision. The iron buildings were procured in the United States, under authority of Order in Council, because at that time no reasonable offer for such buildings could be procured in Canada. Since then however enquiries have been made of Iron Works in the Dominion for skeleton iron structures, and it is probable that any required in future can be made in this country at reasonable cost.

The total cost of doing this work, including piers, towers, lanterns, illuminating apparatus and fitting up was \$1,861.

*Wiarton Breakwater.*

For the sake of facilitating approach to the new breakwater at Wiarton, at the head of Colpoy's Bay, Georgian Bay, in the North Riding of Bruce, Ontario, the Department has undertaken to maintain a pole light at the head of the Government breakwater. This light, which replaces one previously maintained by the town, is shown from a lens lantern, hoisted to the top of a pole 15 feet high, which has a white shed at the base. The light is fixed red, elevated 19 feet above the level of the water, and should be visible 6 miles from all points of approach.

## PRINCIPAL REPAIRS AT EXISTING STATIONS.

*Colchester Reef.*

The cribwork protection at Colchester Reef light station, begun during the past season, as described in the last annual report, was finished under Mr. Noble's direc-

tions. The cribwork now completely surrounds the iron foundation of the lighthouse, and the total cost of building it has been \$9,560.42.

*Pointe aux Anglais.*

The lighthouse pier at Point aux Anglais station on the Ottawa River, having become unsafe through the rottenness of the timbers, it is necessary to replace it by a new, and tenders for the necessary work have been invited.

*Bois Blanc Range Lights.*

During the past season one of the small range light towers at the head of Bois Blanc Island, in the Detroit River, was destroyed by fire, and the other one being very much dilapidated it has been decided to replace them by iron structures. These two iron skeleton towers have been built by the Canadian Bridge and Iron Company of Montreal, their contract price for the same being \$573. It is expected that they will be erected in position before the opening of navigation this season.

*Mississauga Strait.*

Complaints having reached the Department that the fog-horn at Mississauga Strait light station, at the west end of Great Manitoulin Island, Lake Huron, was not giving satisfaction, the Department replaced the horn by a steam whistle on the 15th July last. The new alarm is a whistle of the description commonly known as a "Wildcat," that is, it is fitted with a piston that changes the tone of the blast, which, beginning low, rises to a screech, and again sinks to a low note at the end. The blasts are of 8 seconds' duration, with intervals of 2 minutes between them. Vessel masters report the change to give complete satisfaction. The total cost of making this change was \$111.

*Rondeau.*

The main light at Rondeau was a high, open-framed wooden tower, standing on the outer extremity of the east breakwater pier. In consequence of the rotting away of the pier timbers it became necessary either to remove or thoroughly renew the outer end of the breakwater pier. Under these circumstances it was determined to improve the range by making the inner range light the main lake light and the higher of the two, and to remove what had previously been the back range light to the position formerly occupied by the main light.

As the work required included extensive repairs that could not be specified until some progress with it had been made, it was impossible to let the repairs by contract, and they were consequently carried out under the direction of Mr. W. H. Noble, Foreman of Works.

On the 1st October last the lights in their new positions were shown for the first time, and are now as follows:—

The outer or front range light tower is the same building which was previously the back range light tower. It stands upon a cribwork block, built upon the outer end of the east breakwater pier, and is a square, wooden, open framework painted white, 18 feet high from the top of the block to the vane on the lantern. The light is fixed white, catoptric, elevated 34 feet above the level of the lake, and visible 11 miles in and over a small arc on each side of the alignment.

The inner or back range and main tower is on the same eastern breakwater 780 feet N. by E.  $\frac{1}{2}$  E. from the front range light. The tower has been completely rebuilt, the old metal lantern and illuminating apparatus only being utilized.

The new tower is a wooden octagonal structure painted white, standing on a masonry steel-faced cylindrical base, built up from the pier foundation, and painted brown.

The light is as previously a revolving light, showing alternate red and white flashes every  $1\frac{1}{2}$  minutes. It is elevated 70 feet above the level of the lake, and is visible 14 miles from all points of approach by water. The total cost of making this change was \$2,178.15.

*Thames River Light Station.*

The pier at this station, which is a pile structure, was put in thorough repair at a cost of \$172.56.

*Gull Island, Lake Ontario.*

The tower at this station stands on a shoal in Lake Ontario, exposed to the action of the waves, and is surrounded by cribwork piers. During the past season it has been necessary to make extensive repairs to the woodwork of these piers, and one side was extended 30 feet to give better shelter to the lightkeeper's boat. This work was carried out under Mr. Noble's superintendence, at a total cost of \$980.93.

*Burlington Beach main light.*

The main light at Burlington Beach, which is a lake coast light, as well as a guide to Hamilton, was improved during the past season by replacing the old lantern and illuminating apparatus by new ones of modern pattern. The total cost of making this change was \$1,290.71.

*Frenchman's Bay.*

The outer end of the pier at this station, on which the lighthouse stands, has been repaired and the tower levelled up, at a cost of \$115.77.

*Point Pleasant.*

The dwelling house was repaired and a new pump furnished, at a cost of \$138.52.

*Nottawasaga Island.*

A new platform was built from the dwelling to the tower, at a cost for materials of \$18.74, the keeper doing the work.

*Killarney.*

A new kitchen was added to the dwelling house at a cost of \$175.

*Boyd Island.*

The keeper was allowed \$80 for a kitchen addition to the dwelling.

*Cape Robert.*

The keeper built a pier at this station at his own expense, but the Department allowed him \$24 for planks to cover it.

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*Lake des Chenes, Ottawa River.*

The pier under the tower was repaired at a cost of \$28.50.

In addition to the above, necessary repairs and painting were carried on by the light keepers at several stations.

### QUEBEC LIGHTHOUSE DIVISION.

This division comprises the aids to navigation below Montreal, on the Rivers St. Lawrence and Richelieu, and Lakes Memphremagog and St. John, as well as all the lighthouses, light ships, steam fog-whistles, gas, bell and other buoys and beacons in the River and Gulf of St. Lawrence, within the limits of the Province of Quebec, on the north-west coast of Newfoundland and the Labrador coast. This division is under the charge of Mr. J. U. Gregory, Agent of the Department at Quebec, who also has under his superintendence the Dominion steamers "Alert" and "Druid."

Besides performing the duties of Agent of the Department of Marine, and such work as may be required at the port of Quebec by the Department of Fisheries, Mr. Gregory is also Superintendent of River Police and Shipping Master for the port of Quebec, attends to the requirements of the British Board of Trade, in connection with distressed seamen, shipwrecks, and casualties at sea, and acts as receiver of wrecks.

His staff consists of Messrs. L. A. Blanchet, Accountant and Deputy Shipping Master, G. H. O'Farrell and A. Hamel, clerks, N. Fitzhenry, Store-keeper and wharfinger. Captain E. Larochelle, Inspector of Lights and Pilot, is also attached to the Agency. The workshops are under the control of C. Vezina, master shipsmith and T. Routhier, master carpenter.

There are in this division 151 fixed and revolving lights, 10 lightships, 3 of which are supplied with steam fog-whistles; 8 fog guns, 2 explosive bomb stations, and 11 steam fog-horns; 116 buoys, 8 of which are gas buoys; 59 beacons and 10 life-saving canoes for service in the ice.

The steamer "Druid" during the past year supplied the lights between Quebec and Montreal, and attended to the gas and other buoys. She also attended lights between Quebec and Father Point.

The steamer "Alert" supplied all the lights in the lower part of the river St. Lawrence, the Gulf, Baie des Chaleurs, Strait of Belle Isle, Labrador, and north-west coast of Newfoundland.

All the lights, fog-alarms, &c., in this division, were inspected by Captain Larochelle, Inspector of Lights. Captain Demers, of the "Druid" also inspected some of the stations when on duty.

### NEW LIGHTS AND FOG-ALARMS.

#### *Bersimis.*

On the 24th August last two range lights on poles were put in operation at the mouth of the Bersimis River, in the county of Saguenay, on the north shore of the River St. Lawrence, below Quebec.

Both lights are located on a tongue of sand running out westwardly from the Hudson Bay Company's post on the north side of the mouth of the river, and forming



part of the Betsiamits Indian Reserve, and both are fixed white lights, shown from reflector lanterns hoisted on masts.

They should be visible for 5 miles in and over a small arc on each side of the alignment.

The outer range mast is located on the shore line, as near high water mark as it was safe to erect it. The light is elevated 30 feet above high water mark. The mast is 20 feet high, and has attached to it a diamond-shaped slatted beacon, 10 feet square facing the channel to make it more conspicuous as a day mark. The whole is painted white.

The back range mast is located 360 feet north-west 3-8 north (N. 65° W. true) from the front one. The light is elevated 40 feet above high water mark. The mast is similar to that of the front one, and is 30 feet high.

This range is intended to show the best water into the river, over the sand bar, which extends over a mile outside Bersimis Point, and carries four feet at low water at the shallowest point. Inside Bersimis Point the water is much better.

The work in connection with the erection of these poles was done by the St. Lawrence Lumber Company, and the total expense in connection with the establishment of the station has been \$197.

#### *Cape Chatte.*

On the 15th August last an explosive fog signal was established at Cape Chatte light station, on the south shore of the Gulf, consisting of cotton powder cartridges, exploded at a height of about 100 feet above the water, from a derrick erected on the edge of the cliff, east of the lighthouse.

One cartridge is fired every 20 minutes.

The cost of establishment of this firing apparatus was \$180.43, and the increase of the keeper's salary in consideration of the extra work and increased risk is \$200 per annum. This improvement was made in accordance with the joint recommendation of Mr. Anderson and Captain Smith, R.N.R.

#### *Cape Magdalen.*

As another part of the same scheme of improvement it has been decided to establish a steam fog-whistle at the Cape Magdalen light station, on the south shore of the Gulf of St. Lawrence. The necessary plans and specifications have been prepared, and tenders will be invited during the present winter for the completion of the work during the coming summer.

### EXTENSIVE REPAIRS OR IMPROVEMENTS.

#### *Pointe aux Citrouilles.*

For many years past a temporary pole light has been maintained at Pointe aux Citrouilles, in the County of Champlain, on the north shore of the River St. Lawrence between Quebec and Montreal. This light having proved very useful it has been decided to continue it permanently. A site has in consequence been purchased and plans and specifications have been prepared for the erection of a small

tower on a pier, and tenders will be invited during the present winter for the necessary building.

*Cape Madeleine.*

In consequence of the encroachment of the river on the site of the front range light tower of the lower range at Cape Madeleine, in the County of Champlain, on the north shore of the River St. Lawrence, between Quebec and Montreal, it was necessary to remove the building, and advantage was taken of this to improve the range by increasing the distance between the two towers, and also by increasing the height of both buildings. The front range light has been moved 290 feet N. 60° 30" E. from its former position, and now stands 230 feet back from the river bank, at a point 2½ miles below Cape Madeleine parish church. The building consists of a wooden tower, square in plan, surmounted by a polygonal lantern, and is 20 feet high from its base to the vane on the lantern, the whole painted white. The light is fixed white, elevated 44 feet above the level of the river, and should be visible 6 miles in the line of range. The illuminating apparatus is catoptric. The back range tower is distant 536 feet N. 60° 30" E. from the front one, and shows a similar light, elevated 54 feet above the water, which should also be visible 6 miles. The building is 36 feet high. The two lights in range lead into the upper entrance to the channel north of Provencher Shoal. The work involved in these improvements was executed under contract by Mr. F. A. Verrette of Three Rivers, whose contract price was \$530.

*Trembles Shoal Lightships.*

During the past season the temporary lightships established on Trembles Shoal, in the River St. Lawrence above Quebec, between Ste. Croix and St. Antoine, were again maintained, and having proved of great assistance, particularly to deep draft vessels, it is now contemplated to mark the points permanently by gas buoys similar to those in the river below Quebec. It is proposed to build these buoys in Canada, and plans have been prepared and tenders invited therefor.

*Father Point.*

During the winter of 1890-91 new illuminating apparatus was provided for Father Point light station, on the south shore of the River St. Lawrence below Quebec, and from the opening of navigation last year the character of the light was changed from fixed white to revolving white, with flashes attaining their greatest brilliancy every 20 seconds. The illuminating apparatus is catoptric. The light is elevated 48 feet above high water mark, and should be visible from all points seaward. This improvement was made as part of the scheme recommended by Messrs. Anderson and Smith, as a result of their inspection in 1890.

*Point Ste. Anne.*

In conformity with the same report the steam fog horn at Point Ste. Anne was discontinued on the opening of navigation last year, and no complaints have reached the Department in consequence of this removal.

*Cape Chatte.*

Very favourable reports have, however, been received respecting the utility of the explosive signals established at Cape Chatte, in the same neighbourhood, and the Department is convinced that this change has been in the interests of navigation.

*Cape Gaspé.*

On the 7th November, 1890, the lighthouse and keeper's dwelling at Cape Gaspé were destroyed by fire, and in May last tenders were invited for the erection of a new building. Only one party tendered, Mr. Adolphus Rousseau, of Williamstown, Ont., his price being \$2,980, but on being called upon to complete the contract, he refused to do so, and it became necessary to invite tenders anew. These tenders were received on the 5th September last, and the lowest, that of Mr. E. T. Nesbitt of Quebec, for \$3,480, has been accepted, the contract to be completed by the 1st August next..

*Point Rich.*

During the past season the opinions of masters of vessels using the Strait of Belle Isle were obtained respecting the advisability of re-erecting the lighthouse destroyed by fire on Point Rich, and a majority of them being in favour of retaining the light in its old position, plans have been prepared and tenders will be invited for completing a new lighthouse at that point as soon as possible after navigation opens next spring. The light will be a powerful flashing light.

*Crane Island.*

On the opening of navigation last year the light on the outer extremity of the wharf at Crane Island, in the River St. Lawrence below Quebec, was improved by changing its character from fixed to occulting white, the light being obscured for 4 seconds every  $\frac{1}{2}$  minute by means of rotating screens. The illuminating apparatus is dioptric, of the 6th order. The light is elevated 48 feet above high water mark, and is visible 10 miles from all points of approach by water.

*Belle Isle.*

On the 15th August last the fog alarm at Belle Isle light station was changed, the fog gun formerly fired every half hour being replaced by rocket signals or cotton powder bombs, fired at intervals of 20 minutes, from a point near the upper lighthouse, at a height of about 400 feet above the sea, and thrown out to a distance of about 500 feet in a southerly direction, exploding high in the air.

It is expected that these signals, in consequence of the sharpness of the report as well as from the fact that they are thrown out well over the water before exploding, will be audible much farther than the gun, besides which they can be fired more frequently than guns without any increase of expenditure.

*Lake St. Peter Lightships.*

During the past winter the Lake St. Peter lightships were improved by removing from them their masts with the balls which were used for day marks, and by building on them amidships octagonal towers surmounted by the lanterns which previously stood on the decks. This change has had the effect of raising the lights higher above the water and of allowing them to be seen without interruption from all points of approach. The towers on the deck are painted white, and the lanterns white with red roofs. The light in each case is now elevated 22 feet above the water; the illuminating apparatus is a dioptric lens of small size, hung on gimbals,

and showing a fixed bright light, which should be visible 9 miles. The cost of this change was \$550.

In addition to the above work small ordinary repairs were made and painting was done at such stations as required them.

#### CHANGES IN BEACONS AND BUOYS.

##### *Platon.*

Two day beacons were erected last year to mark the line of the middle of the ship channel recently surveyed, at the Barre à Boulard, in the Richelieu Rapids, above Quebec.

The front beacon stands 2470 feet N 41° 45' E. from the Platon back range light tower on and near the edge of the cliff.

It shows a rectangular face up stream consisting of slatwork 18 feet high by 13 feet wide, supported on two posts 50 feet high. It is painted white with a black vertical stripe 3½ feet wide down the middle. The top is elevated 170 feet above high water.

The back beacon is located 2770 feet E. N.-E. ¼ E. from the front one, on high land, and shows against the sky. It is of the same type and size as, and painted similarly to the front one, but stands on posts 37 feet high. Its top is elevated 234 feet above high water.

This work was done by Mr. James Howden, Superintendent of Public Works, in charge of the dredging, at an expense to the Department of \$377.

##### *Washsheecootai Bay.*

During the past summer the master of the Dominion steamer "La Canadienne" took advantage of a visit to Washsheecootai Bay, on the north shore of the Gulf of St. Lawrence, to erect a white conical beacon, 25 feet high, on the island at the head of the Bay, which beacon, bearing North-east, leads into the Bay clear of all shoals, and to westward of the dangerous rock on the eastern side of the Bay. At the same time he replaced the beacon on Beacon Island and built a similar beacon on Anicon Island, in the same locality.

##### *Beauport Shoal.*

During the past season a red wooden can buoy has been placed on Beauport Shoal to mark its outer extremity, and a similar buoy has been moored at Chateau Kicher in the channel north of the Island of Orleans. These buoys are in addition to the number previously maintained by the Quebec Agency.

##### *Winter Buoys.*

Eight large spar buoys were provided last season to replace the most important can buoys in the St. Lawrence below Quebec at the close of navigation, so that they might be available to guide the last vessels out when the other buoys are removed on account of the ice, the intention being to leave them out all winter, when, if lost, their comparatively small cost would make the expense only trifling.

These buoys were placed as follows:—

Crane Island, Little Channel—1 red and 1 white.

Crane Island, Flats—1 red and black horizontal bands.

Channel Patch—1 checkered black and white.

West End Traverse Middle Ground—1 red.

Pointe St. Roch—1 black.

Pilgrim's Shoal—1 black.

Barrett's Ledge North East Rock—1 black and white checkered.

During the past autumn these buoys rendered good service, amply repaying the cost and risk of their establishment. The Pilot of the Allan steamer "Newfoundland" reported them of great service to him in taking that vessel out. They were also used by the steamer which went to Anticosti on the 5th December last to take off the crew of the wrecked Norwegian barque "Anna", as well as by the American steam tug "Pentagoet."

#### *Gas Buoy Lights Changed.*

In continuation of the policy of improving the character of the lights wherever it can be done without undue expense, the character of the gas lights shown from three buoys in the river St. Lawrence, below Quebec, was changed on the 25th August last from fixed white to occulting white, the period of occultation being about six seconds. The buoys so changed were those on Barrett Ledge, Pilgrim Shoal and the Channel Patch, and the changes were made for the purpose of making the character of the lights more distinctive, and to prevent confusion with anchor lights of small coasters.

During the season all the gas buoys were served by the ss. "Druid," and were found to require considerable attention. Those in the more frequented channels seem to be specially subject to having the light extinguished by collision with small vessels.

#### NOVA SCOTIA LIGHTHOUSE DIVISION.

This division, in charge of Mr. H. W. Johnston, Agent of the Department for the Province, includes the charge of 175 lighthouses, exhibiting 188 lights, 1 light vessel, 16 steam fog-alarms, 1 signal bomb station, 14 hand fog-alarms, 2 fog-bells, 13 automatic whistling buoys, 9 iron bell-buoys, 110 iron can buoys, about 660 spar buoys and other small buoys, 8 stationary beacons, 15 life-boat stations, 3 humane establishments, and 4 signal stations. The Dominion steamer "Newfield," is also under the control of this Agency.

The lighthouses, fog-alarms, and life-saving stations were inspected by Mr. C. A. Hutchins, Superintendent of Lights for the Nova Scotia district. Mr. Warner, Engineer of the "Newfield," also examined the boilers and machinery, when opportunity offered.

#### PROPOSED NEW LIGHTS.

The two new lights authorized for this year have not yet been erected for reasons as follows:—

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*Dover—West of Halifax.*

It was at first arranged to build a lighthouse on Meaghar's Island, but owing to difficulties arising in acquiring a title to the land, another suitable site was looked for. For this purpose the Superintendent of Lights visited the locality and consulted with the residents interested in shipping. The result was that the southern end of Callaghan's Island was selected as affording a more suitable site than that of Meaghar's Island, inasmuch as it afforded a direct lead into Dover Harbour, and was more suitable as a harbour light. It was finally settled to build there, and the land was secured. Subsequently a petition was received at Ottawa against this selection and in favour of Meaghar's Island. After further consideration the officers of this Department agreed that Callaghan's Island was the more suitable place, and ultimately Mr. Martin Fader, of Spry Bay, was awarded a contract for erecting a lighthouse in that place for \$1,200. The work will be proceeded with as early next spring as the weather will permit.

*Candlebox Island.*

The erection of a lighthouse, as authorized has been deferred principally in consequence of the difference of opinion held by persons in the vicinity as to whether Ellenwood or Candlebox Island afforded the better site for the erection of a light to aid vessels navigating Schooner Passage or Ellenwood Passage. It was finally decided by the officers of this Department that Candlebox Island would be preferable inasmuch as it afforded a straight lead through Schooner Passage from the southward, and is visible to vessels approaching either the northern or southern entrance. Tenders being called for, it was considered that the lowest tender received was too high. It has therefore been decided that the work of erecting the necessary buildings should be proceeded with as early as possible next spring, by day's work, under the superintendence of a competent foreman appointed by the Department.

**PRINCIPAL REPAIRS AT EXISTING STATIONS.**

The following is a statement of the principal repairs and improvements at the different stations during the past year :

*Meagher's Beach.*

In consequence of encroachments of the sea an experimental test has been made with a view to building up the beach on the inner side of the lighthouse by erecting two crib work groynes, ballasted with stone, each 50 feet long. A report of the result will be made in due course. Considerable repairs have been made to break-water on south side of beach, by renewing the plank covering, strengthening work with iron ties and waling pieces and filling up with stone ballast. Building was painted.

*Pope's Harbour.*

Roof of lighthouse re-shingled, new spouts fitted, window frames repaired and leaded. Boat slip repaired, and all buildings painted.

*Sheet Rock.*

Boat slip renewed and ballasted. Lighthouse roof re-shingled. Foundation wall of oil store re-built. Chimney repaired. Sink drain renewed. Plank walk renewed from landing to lighthouse.

*Beaver Harbour.*

New copper lantern supplied.

*Wedge Island.*

1 Pilley's hand fog trumpet supplied, to be sounded in answer to a vessel's signal from sea. New sail for boat and buildings painted.

*Tor Bay.*

\$103.02 have been expended on repairing road from station to main road, 2½ miles.

*Canso Harbour.*

Lantern floor repaired, new boat and 3 new lamps supplied. Building painted.

*North Canso.*

The deck of lighthouse rebuilt and a new 12-foot iron lantern, supplied by the establishment of E. Chanteloup, has been erected in place of the old lantern which had been condemned. The A-burner lamps replaced by mammoth flat-wick burner lamps. Corner of foundation wall taken down and rebuilt. Barn repaired and shingled, and road leading from landing repaired. The work was done by Mr. James Mackay as foreman, and local labour employed. The total expenditure on these repairs and improvements was \$950.

*Crichton's Head.*

Buildings painted. Southern end of breakwater has been extended 30 feet into the bank.

*Cow Bay.*

Lantern derrick and roof of building which were destroyed by heavy storm, are undergoing repairs, and the lantern, which was damaged, is being put in order.

*Flint Island.*

The six A-burner lamps have been replaced by six B-burner lamps, new reflectors supplied and buildings painted. Materials will be sent next year, as authorized, to build a boat house at this station.

*Bird Island.*

A new boat house 24x12 has been erected by Keeper at a cost of \$100.

*Ingonish.*

Roof of dwelling, porch, L-kitchen and oil store re-shingled. Damage caused to lighthouse by lightning repaired. New spouts put up all round roof of dwelling. Lantern deck re-covered with canvas and railing renewed. New window frame and sash to oil store. New platform at entrance to dwelling. Part of foundation wall of dwelling taken down and rebuilt, and remainder pointed. Oil store foundation wall pointed. New brick bottom laid in cistern in cellar and side repaired with cement mortar. Outside of chimney repaired. Buildings painted.

*Cape North.*

Materials for boat house were landed by the "Newfield" (the frame having been made at Halifax) and the keeper instructed to have the building erected. Buildings painted.

*Cape St. Lawrence.*

The heavy gales of last December did considerable damage at this station, breaking in 6 large panes lantern glass, washing away slip and underpinning of oil store, and necessitating discontinuing of light until necessary repairs could be effected. In the spring additional bars were prepared by Mr. E. Chanteloup to strengthen the sashes in lantern, and repairs were made by Mr. Noble early in the season. The two new Chance pressure lamps were also set up by Mr. Noble in place of the temporary lamps theretofore in use.

*Margaree Island.*

A new 18 feet squid boat supplied to replace one lost in last December's storms, and a new entrance porch to dwelling built. Buildings painted.

*Cape St. George.*

Extensive repairs have been made at this station, comprising renewal of crown roof of light house, new sills, joists and flooring on lower floor, and barn repaired. The buildings have all been painted. The lamps changed from A to B burners and new reflectors supplied.

*Cariboo Island.*

In consequence of the washing away of the bank in front of lighthouse, it became necessary either to rebuild the breakwater, which had been almost totally destroyed by last winter's gales, or to move the lighthouse back to a safe position. The latter course being decided on, plans and specifications for the work were prepared and tenders called for. The contract was awarded to Mr. Hugh Henderson of Pictou, for the sum of \$525, and the work was duly completed under the supervision of Mr. Geo. Chisholm of Cariboo, who was appointed inspector. The oil store was subsequently moved back for safety by Mr. Geo. Chisholm for the sum of \$15.

*Amet Island.*

The wooden crib work breakwater and the inside stone wall having been damaged by severe storms, materials were sent by "Lansdowne" to effect repairs. Mr. John Mulrony of Halifax is now engaged superintending this work, employing local help.

## WEST OF HALIFAX.

*Sambro.*

The keeper's dwelling has been re-shingled, and minor repairs made throughout. Roof of store at landing re-shingled.

*Westhaver's Island.*

New lantern supplied. Shelter house, boat house and slip repaired.



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*Port Mouton.*

The wharf at landing having been carried away, a new wharf with slip and boat house has been erected at a more sheltered spot inside the head.

*Little Hope.*

Rocks thrown in by the sea at landing have been removed and the slip repaired. The keeper having reported the probable decay of interior of wooden breakwater and its consequent unsafe condition, the structure was opened up and thoroughly examined. It was found to be perfectly sound, the inside work being composed of white hemlock. A few repairs were made to top of breakwater. Buildings painted.

*Carter's Island.*

Boat house and slip built. Roof of dwelling re-shingled and minor repairs made. Buildings painted. New zinc umbrella fitted inside lantern to protect lamps.

*Gull Rocks.*

Buildings painted and plan arranged for building landing slip next year. New spy glass furnished.

*Shelburne.*

A grant of \$240 for repairing road leading from landing is being expended by keeper. Three new lamps supplied.

*Baccaro.*

Floor of oil store renewed and 5 storm sashes supplied for dwelling and anchor crock fitted to chimney.

*Cape Sable.*

A new porch has been erected to keeper's dwelling, roots re-shingled and other repairs effected. The efficiency of this light has been greatly improved by cutting out a number of sash bars in lantern and changing the lantern glass from 12x18 to 73x24. The 9 circular burner-lamps have been changed to mammoth flat wick.

*Pubnico.*

The breakwater surrounding lighthouse having been extensively damaged by last winter's storms, it was rebuilt to the extent of 150 feet under the supervision of keeper for \$183. New pump supplied to kitchen.

*Barrington Lightship.*

Decks caulked, rigging set up with new lanyards and slip painted throughout. A new hand fog trumpet supplied.

*Abbott Harbour.*

A permanent mast with shed at base has been built to replace the temporary mast hitherto in use. This work was done by contract by Mr. M. d'Entremont for \$125. One half acre of land with right of way to landing was also secured.

*Argyle.*

The Government land has been fenced off by a wire fence and landing slip repaired. A wheelbarrow and necessary tools for doing ordinary repairs have been furnished.

*Yarmouth.*

Entrance porch to dwelling repaired with new sill and floor. Platform at rear of dwelling repaired. Ceilings and walls of two rooms renewed and chimney repaired.

*Bunker Island.*

Some necessary repairs to crib work and a new door frame and sill to lighthouse are being furnished.

*Kingsport.*

The small tower on the end of Kingsport pier was burned on the night of 24th March, 1891, caused by the explosion of a lamp. Plans and specifications were prepared and tenders called for a new tower. The contract was awarded to S. S. Crowe, of Truro, for the sum of \$185, and the new building completed on 16th September. During the interval a temporary light was shown from a lantern hoisted on a mast.

The new tower is a square wooden building surmounted by a small wooden lantern, the whole painted white. The height of the vane of the lantern above the pier is 23 feet.

*General Repairs.*

In addition to the repairs above described, various minor repairs, as well as incidental improvements to the appointments of the stations were carried out at a large number of places.

At all stations where it was required to preserve the buildings painting was done, generally by the keepers, the materials being supplied from Departmental stores.

*FOG ALARMS.**Cape Race.*

Crosby automatic brought off for repairs. Injector and fittings furnished for boiler at landing.

*Cranberry Head.*

Steam and air pistons renewed and cleaned and springs re-set. Boiler re-tubed. Ratchet brace and drills and reed box and reed supplied. Engine room floor repaired.

*Scatarie.*

Patches on bottom of boiler removed, leaks stopped and patches replaced. Twelve new tubes placed in boiler. Steam dome pipe joint made tight and new hand hole door fitted.

*Cranberry Island.*

A new horizontal boiler supplied by the Truro Iron Foundry Company was sent down and placed. The old boiler was brought off and repaired by Mr. N. Evans

and sent back and all connections made. We have now two good boilers operating the fog trumpet. The engine was brought off, repaired and sent to Yarmouth for the new boilers being set up at that station. Three reed blocks supplied.

*Sambro.*

On June 15th the fog whistle was discontinued and a bomb rocket signal, fired every 20 minutes, substituted. The operating and condensing boilers are worn out and condemned. The two engines have been brought off and put in order for Chebucto Head. All pipes and fittings will be utilized as far as possible in fitting up the new fog-alarm station at Chebucto Head. The condenser will be brought off the first chance, and disposed of as may be directed. A suitable derrick for firing the gun cotton cartridges and necessary alterations to building for store room, etc, were made at the station.

*Cross Island.*

The boiler re-tubed. Injector repaired and new pipes, valves, &c., supplied. Leaks under legs stopped. The work of erecting coal shed at landing and building reservoir near whistle house has been deferred until next year owing to pressure of other work.

*Cape Roseway.*

Boiler re-tubed and pipe connections renewed. Top tube sheet renewed.

*Cape Sable.*

A new boiler made by W. G. Matheson at a cost of \$1,181.25 has been set up in place of the old one condemned, and all pipes and connections overhauled and renewed where required and the boiler fitted with an injector. Work done by Power Co. Roof of coal shed raised and re-shingled.

*Seal Island.*

Landing slip repaired and planking renewed. Building painted.

A compound cock and injector supplied to boiler. The spring in swamp enclosed with stone wall.

*Brier Island.*

A new boiler made by W. G. Matheson has been furnished, the old one having been condemned. All necessary repairs and renewals made to fittings. Work done by W. & A. Moir, of Halifax. A new 10-inch whistle supplied. A new chimney built and necessary repairs made to whistle house reservoir.

*Digby.*

Two new brass tubes placed in old boiler, and two flanges on steam dome of new boiler made good.

*Apple River.*

A set of new tubes to old boiler. A new horizontal boiler has been sent to replace the old worn out upright boiler. The machinery to be taken down and abutments built to support them. Wheel barrow supplied. Buildings painted.

*Cape d'Or.*

All the buildings at this station are old and require extensive repairs. Partial necessary repairs to coal sheds at station and Horse Shoe Cove and reservoir are now being made, and also 1000 ft. 1½-inch pipe is being laid under frost line from spring to reservoir. New set tubes to boiler. One block for valve, one steam gauge, new man hole door, one check valve, oil cup for cylinder and globe valve, supplied.

*Meagher's Beach.*

An additional brick cistern has been built under engine room and the other two tanks repaired. Additional pipe connections made with boiler, and a new wheelbarrow supplied.

*Yarmouth Fog Alarm.*

Last year the Department decided to provide this important station with duplicate boilers and, as the one then in use, owing to its worn-out state, was with difficulty kept in condition for service, it was determined to provide two new boilers. On a careful examination of the whistle house, which is an old wooden structure, it was found to be in such a bad state of decay that it was decided to erect a new building for the new boilers. Plans and specifications were prepared at Ottawa for a brick building 57 x 29 x 15 ft. walls, being divided by a cross wall, in the centre, into two compartments, one for an engine room and the other for coal room. The time being too short to ask for tenders and the work including renewals that could not be accurately specified, instructions were given to have the work done by day's work under the supervision of the Superintendent of Lights. Mr. Benj. Williams, builder, of Yarmouth, was engaged as foreman, and materials purchased to the best advantage. The new building has been erected in front of the circular water tank, facing Yarmouth Sound, and is at present in an advanced state toward completion, requiring but a few days work of carpenters to finish the interior of engine room. The two brick cisterns under engine room of old building have been thoroughly repaired and arched over with brick and the arches cemented and fitted with man-holes. Brass pipes laid under ground, lead the water from the large tank and cisterns into engine room of new buildings. A stone wall about 5 feet deep and 12 feet high has been built in front of whistle house to provide a level space in front of building. The large circular tank has been stripped of the decayed plank covering in sides, and the cement coating over brick walls, outside, repaired where required. The entire roof of tank has been covered with Sparham Roofing. The coal supply will be removed from old building into new coal room, and the old buildings torn down and removed. It was intended to build a tramway fitted with steam winch from landing to coal room but as there are difficulties in the way of carrying tramway to boat landing, owing to tidal causes and long rocky shore, it is thought advisable to consider a plan of substituting a derrick, to be operated by steam power to take coal from near high tide mark, and thus save cartage. This is still under consideration.

One new boiler has been placed in position and pipe connections are being made by the Barril Johnson Iron Company, of Yarmouth. This boiler was built by W. G. Matheson, New Glasgow, under contract for \$1181.25. The duplicate boiler is being built by the Pictou Iron Foundry Company and when finished will be sent

down and set up. The old boiler connections will be utilized as far as possible in connecting the duplicate boilers. A Crosby attachment will be furnished as soon as it can be procured from the makers. The operating engine taken from Cranberry Island, and the pumping engine from condensing house at Sambro, have been overhauled and put in thorough order for this station, as they are more powerful and better adapted for the new boilers than were the smaller engines used in the old house. It is expected that the new boiler will be ready to go into operation in about a fortnight's time. The rapidly growing importance of Yarmouth as a shipping port and the frequency of fog on that part of the coast necessitated the large outlay which will result in establishing one of the best fog-alarms at Cape Fourchu equipped with duplicate boilers, Crosby automatic and all necessary machinery of the best description. The total expenditure in connection with the improvements has been \$6,536.74.

*Chebucto Head.*

In carrying out the scheme adopted by the Department for improving the approaches to Halifax Harbour, plans and specifications for the erection of a steam fog-whistle at Chebucto Head were prepared at Ottawa, and tenders called for. As the lowest tender received was considered too high, and as the site selected for the building presented many difficulties owing to the extremely rugged nature of the granite cliffs, the impediments to landing materials and conveying them to the site, and the probability of unforeseen difficulties arising after the commencement of the work, rendering deviations from the plans and specifications necessary, thereby giving occasion for disputes and charges for extras, or else resulting in unsatisfactory work, the Superintendent of Lights was directed to supervise this work and to employ necessary labour and to purchase materials at the best advantage. In carrying on this work the Superintendent found it necessary to deviate from plans and specifications for reasons hereinafter specified.

*Foundation, etc.*—At the commencement of this work it was found necessary to change the site from that described in plans and specifications, to a position about 30 feet more southerly, in order to take advantage of the only portion of the cliff running down to the sea at all suitable for the construction of the necessary tramway. The plan shows a natural depression on face of level part of cliff chosen for the site, which would be taken advantage of for position of cistern under engine room. Had this site been adhered to, it would have been impossible to construct a tramway from coal room to landing as it would have to span a chasm, through which the sea rushes in heavy storms, rendering it impossible to construct a tramway that would stand. This change of site rendered it necessary to quarry into the solid cliff to obtain cellar room for cistern. In blasting this rock, dynamite was used, and all suitable stones produced having fairly square faces were used in lower courses of foundation walls. In building walls at this point, solid work was made close in to the faces of excavation, in order to guard against the possibility of water soaking in and injuring the walls. A contractor would have carried the 2-foot walls up straight and filled in at the top, with probably disastrous results later on. In carrying up the back and south walls, two extra courses of cut stone were added for about half the length of said walls. This was done in order to guard against the damaging effects of snow and water coming in contact with the brick walls at these parts, as the snow will

probably collect in heavy drifts between the high cliff in rear of building and the back wall, and in thawing would cause the water to flow along the brick walls. The back and north walls of building have been protected in the following manner. At the back, a portion of the base of the cliff has been blasted out in order to give a northerly slope clear of obstructions, the surface next to wall grouted with concrete, and the whole space between cliff and wall graded with hard earth from reservoir excavation. The hollow on north side of north wall, has been filled up with useless stones from blastings, the face of wall grouted with concrete, and the whole surface graded off, with a good slope, with excavated earth from reservoir. Under all this, a stone pipe drain has been laid through and from bottom of north wall, to face of seaward cliff, to carry off any possible soakage or leakage at any time in the cistern. The uneven bottom of excavation has been grouted level to carry foundation of chimney, cistern and abutment for operating engine, and the remaining space will be filled up with broken stone to the proper level to carry concrete floor of engine room.

*Tramway.*—In building this it was necessary to blast away a large portion of the brow of cliff facing the coal room, and also to do a good deal of blasting all the way down. The entire length was built with second-hand railway rails, supported on 2-inch iron standards, and braced throughout where necessary. The standards are let into holes drilled 12 inches into the solid rock, and filled around with melted brimstone. This tramway is of a very substantial and permanent nature, and is much preferable to the composite one at first contemplated. In building this tramway much labour and time were consumed, but the result is most satisfactory, in so far as utility, strength and permanency are concerned.

*Reservoir.*—As described in specification, this work would seem to involve a very moderate expenditure, as it was assumed that the depth of earth from the surface to rock bottom was but a few feet, and that a 2-foot masonry wall would be sufficient to withstand the pressure of water. The depth of soil actually averaged at least  $7\frac{1}{2}$  feet, and the earth was found to be nearly as hard as cement, after the top had been removed. To remove this earth much labour was required before the rock bottom was reached. In building this reservoir, the supreme importance of providing a never-failing supply of water for such an important station was kept in view, as in the event of running short during the season of drought in summer, when fogs most prevail, the cost of conveying water to the station from any possible source, and for such large boilers, would be very great, and in any case would probably necessitate the frequent stoppage of the whistle. A reservoir 50 feet square was consequently built.

This reservoir has been filled, and by estimate contained 117,000 gallons. It was found that no actual spring existed, as was supposed, but the water accumulates from soakage, and the extensive watershed which the surrounding cliffs form leads the water into it after each rainstorm. Two such rainstorms recently entirely filled it, so that a constant water supply is assured.

It will be seen by this, that, allowing for thickness of walls, over 22,000 cubic feet of hard soil had to be removed before the rock bottom necessary to ensure a reliable reservoir was reached.

Considering the large body of water to be enclosed and its depth, it became necessary to build a suitable retaining wall to withstand the pressure. Instead, there-

fore, of a 2 foot wall, the wall was built 5 feet thick at the base, tapering to 3 feet at the top on both sides. A batter on the inside was made in consideration of the probability of ice forming on the surface of water in winter. A dry stone wall of similar dimensions was built at the upper end to prevent the earth from above falling in and filling up the reservoir.

*Description of Stone used.*—The cut or dressed granite used in construction comprises the following:—

One base course for brickwork.

Two extra courses on back and south walls about half their length respectively.

Four door sills.

Six window sills.

Four door lintels.

Six window lintels.

One step to engine room door.

One curb for man-hole of cistern in engine room.

The granite lintels over doors and windows were substituted for brick arches, as they were considered cheaper than turning the arches, especially as suitable granite blocks were on hand.

Instead of galvanized iron roofing and spouting, a slate roof with cast iron spouting has been substituted, and instead of wood mouldings and finish under eaves a brick projection or cornice is provided, so that there will be no exposed wood work to decay.

There yet remains to be done the following: Iron cross rods (already made by Department's blacksmith) to be fitted to strengthen walls and for supports of roof. This is an extra precaution. Cistern chimney and engine abutment to be built, external spaces to be filled up and concrete floor laid. Engine room to be sheathed overhead and closet, bench, basin, etc., fitted up, roof to be slated, spouts fitted, ridge and hip rolls to be leaded, and also edge of eaves under first course of slate leaded. Pipes from down spouts from roof to be connected with reservoir, and overflow from cistern connected with drain pipe. Doors and window sashes to be placed. The sashes are glazed and painted.

Pipe connection between reservoir and cistern and a tramway from building over face of cliff to lighthouse have to be completed. The copper pipe brought off from Sambro is all ready to connect.

When completed this station will probably be one of the best on the coast; and considering the exceptional difficulties in building at such a rugged and comparatively inaccessible place, and the necessary changes made from the original specifications to meet local requirements, the cost will not be considered excessive.

The total expenditure on this work to the present has been \$7,711.55.

The fog-whistle engines brought off when Sambro station was discontinued, have been fitted up for use here, but the boilers being in bad repair two new ones are being made under contract by Mr. John Patterson, of Halifax, at a cost of \$865 each.

## BUOY SERVICE.

Owing to an accident to the "Newfield," the "Lansdowne" was employed in taking up the eastern coast buoys for the winter, and later on, in the months of January and February. she was engaged in changing the buoys in Halifax Harbour and approaches, under the supervision of the Inspector of Lights. Both ships have been engaged in placing new coast buoys as ordered, and in changing others whenever opportunities occurred, but the Agent still reports that the ships at his disposal are inadequate to attend to the changing of buoys and moorings as frequently as his instructions indicate and the importance of this rapidly increasing and extensive service demands.

The following is a list of casualties for this year:—

*Bell Rock.*

The "Lansdowne," under Capt. Dakin, placed an iron buoy on 20th February, 1891, which was reported disappeared on 27th February. She again placed a wooden spar on 1st April, 1891, which was reported disappeared four days later. Both buoys are supposed to have sunk in deep water, in consequence of having been placed too near the edge of shoal water; the rocky nature of the bottom precludes the possibility of grappling.

*Canso Automatic.*

"Lansdowne" found buoy adrift off N. side of Sable Island, on the occasion of her visit there in January, 1891, with loss of moorings. Buoy recovered and brought in.

*Louisburg Automatic.*

This buoy was reported "disappeared" in June, 1890. An unsuccessful attempt to recover it by grappling was made by the "Newfield" shortly after. The attempt was renewed this summer, without success. Being short of buoys until late in the season no buoy was moored off Louisburg during the past year.

*La Have Bell.*

This buoy when changed on 27th February, 1891, was found in a damaged condition, having lost cage and spindle and sustained damages to frame work.

*Sou'-West Breaker—Sambro.*

Buoy broke adrift in September and was towed into Lunenburg by fishermen. The buoy was brought home by "Newfield" on 24th October, 1891, and \$100 salvage paid for its recovery.

*Lockeport Automatic.*

Buoy reported disappeared on the 5th January, 1891, by Capt. Hill of SS. "Halifax." Not since recovered. New buoy and moorings placed, 6th April, 1891.

*Halifax—Outer Automatic.*

Reported adrift 10th September 1891. "Newfield" picked up buoy 10 miles south of Sambro with 28 fathoms chain attached. Loss 17 fathoms. 1½-in. chain, 25 fathoms 4½-in. steel wire rope and a 20 cwt. Trotman anchor. The buoy had been placed on 12th February, 1891.



The following additions have been made during the year :—

*Broad Shoal—Off Pennant Point.*

In 1878 a No. 1 iron can buoy was moored off this shoal, but broke adrift shortly after. It was not replaced until 9th February of this year. This was done by the Inspector in the "Lansdowne" in response to urgent appeals from residents of Pennant Harbour and vicinity.

*North-West Ledge Bell Buoy.*

No bell buoy has been maintained at this point since the one which went adrift in 1880 until it was replaced this year by the "Lansdowne" and handed over to the St. John Agency.

*Sambro Automatic.*

In fulfilment of the recommendations of Mr. Anderson and Capt. Smith for improving the approaches to Halifax Harbour, an automatic whistling buoy was moored near the outer end of Sambro Outer Bank on 31st January, 1891, to act as a fairway buoy in conjunction with the outer and inner automatic buoys, for vessels seeking entrance to Halifax Harbour and to guard vessels from approaching the dangerous reefs off Sambro. The buoy is painted in alternate black and white vertical stripes and is moored in 25 fathoms water.

Lat. N. 44° 21' 30"

Long. W. 63° 30' 15"

Since this buoy was placed most gratifying reports have been received of its usefulness.

*St. John Ledge Bell.*

A bell buoy has been moored about  $1\frac{1}{2}$  miles south westerly from St. John Ledge in the County of Shelburne.

Lat. N. 43° 29' 50"

Long. W. 65° 49' 30"

The buoy is painted red and is moored in 21 fathoms. The iron can buoy hitherto marking this shoal has been discontinued.

*Lunenburg Fairway Automatic.*

An automatic whistling buoy has been moored off the western entrance to Lunenburg, for the purpose of aiding vessels in making the harbour of Lunenburg.

Lat. N. 44° 17' 0"

Long. W. 64° 11' 25"

The buoy is painted in red and black horizontal stripes.

*Isaac Harbour Automatic.*

An automatic whistling buoy has been moored outside the shoals and reefs off Isaac Harbour, as a fairway buoy to assist vessels in making Isaac, Country and Fisherman's Harbours and to warn vessels approaching the reefs.

Lat. N. 40° 2' 20".

Long. W. 61° 32' 37".

The buoy is painted red with "Isaac Har." in white letters and is moored in 25 fathoms of water.

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**HARBOUR BUOY SERVICE.**

The following additions have been made to this service since last report:—

*Pubnico.*

An iron can buoy has replaced the wooden spar on Pubnico Ledge.

*Westport.*

An iron can buoy has been placed off Dartmouth Point.

*East Dover.*

One iron can buoy placed off Shag Bay breaker. One wooden spar off outer Garden Shoal. One wooden spar off Callaghan's Island, south end.

*Yarmouth.*

An iron can buoy to mark Sallows Rock.

*Chezzetcook.*

Three spar buoys have been placed to mark channel leading into East Chezzetcook.

*Petpeswick.*

Three spar buoys have been placed to mark channel leading into harbour.

*Cow Bay Ledge.*

An iron can has been authorized for this place. It will be placed in the spring.

A large number of contracts for harbour buoys service have been renewed at old rates, and several new ones entered into by the Department at Ottawa.

**NEW BUOYS FOR STORES.**

The following new buoys have been received since last report:—

Three 10-feet automatic whistling buoys made under contract by Messrs. Bannerman & Power, of Ottawa. Cost \$850 each, to which must be added royalty on patent, \$100 each.

Three 10-feet automatic whistling buoys made under contract with W. G. Matheson, New Glasgow, at \$850 each, royalty, \$100 each.

Three bell buoys by Mr. J. Fleming, of St. John, at contract price of \$945 each. One of them was delivered in St. John for N. West Ledge off Brier Island.

There were also imported from Messrs. Timothy Parks & Son, for buoy mooring, 360 fathoms  $1\frac{1}{4}$  inch close link chain; 90 fathoms 1-inch close link chain.

A number of granite mooring stones have been purchased, and have been fitted with eyebolts by the agency blacksmith. These stones have been found very satisfactory in mooring large automatic and bell buoys in many places, and cost much less than Trotman anchors.

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NEW BRUNSWICK LIGHTHOUSE DIVISION.

This division is under the charge of Mr. J. H. Harding, agent of the Department at St. John, and comprises all the lighthouses, fog-signals, buoys and beacons and other aids to navigation on the coasts and rivers of the Province of New Brunswick. It also includes the charge of some large buoys on the Bay of Fundy coast of Nova Scotia, which are attended to by the "Lansdowne," with headquarters at St. John. There are now in operation in this division 112 lighthouses, 1 lightship, 12 steam fog-alarms, 1 signal-gun, 4 automatic whistling-buoys, 3 bell buoys and about 480 other buoys.

During the past year Mr. James Mitchell, who was Superintendent of Lights in this agency, at a salary of \$1,200 per annum, was superannuated on account of age, and the office has been abolished.

The harbour and river buoys are maintained under contracts for a period of three years, and the agent reports that this arrangement has produced a saving to the Department, and gives general satisfaction.

## NEW LIGHT.

*Bridges Point.*

The only new light established in the New Brunswick Agency during the past season was a small river light on the east side of the St. John river, at Bridges Point, in the county of Sunbury. The light is fixed white, elevated 45 feet above the ordinary high water, and should be visible over an arc of 180° between the bearings of N. W. around by E. to S.-E., for a distance of twelve miles. The tower is a square wooden building, painted white, with lantern roof red, resting on a square cribwork block. It is 30 feet high from the block to the vane on the lantern. The erection of the building was carried out under contract by Mr. Frederick W. Bailey, of Sheffield, for \$439.

## REPAIRS AND IMPROVEMENTS, &amp;c.

The following is a synopsis of the principal repairs and improvements effected at the lighthouse stations in this division.

*Anderson's Hollow.*

This lighthouse was damaged by a heavy storm during the season, and the necessary repairs were made by Mr. Anderson at a cost of \$23, and the building was painted. It is now much stronger and safer in case of a heavy storm.

*Beaver Harbour.*

\$88.91 were expended in repairing the tower and deck of the lighthouse during the year. The building required painting, this the keeper was directed to do, and paint and oil had been supplied for this purpose. \$30 were allowed the keeper for opening up and repairing the road from the public road to the lighthouse.

*Big Duck Island Fog-alarm.*

The dwelling house at this station being altogether too small for the needs of the engineer, and additional accommodation for coal being also required, plans and

specifications for the necessary additions have been prepared and tenders have been invited for the necessary work. Repairs will also be required to the derrick and reservoir, which will be made under the direction of the Department.

*Belle Isle Bay Range.*

The range lights established at the public landing in the Belle Isle Bay, as described in last year's report, were during the past season altered by Mr. Israel Noble, at a cost of \$46.75. so that the front light would answer as a guide up the Bay, and obviate the necessity for the light at Hatfield Point; this last-mentioned light will consequently be discontinued from the opening of navigation next year.

The front light of the Belle Isle public landing range, as at present established, will be fixed white shown from a lantern hoisted on a mast 45 feet high. It will be elevated 50 feet above the water and should be visible in the line of range as formerly and for 5 miles from all points of approach between the bearing of N. E. through N. to S. W.

The back light will be in future fixed red instead of fixed white. In other respects it will be unchanged, and the range lights will be used in the same way as formerly.

*Belloni Point.*

The keeper built a small shelter shed at this station without authority at a cost of \$13.60.

*Cape Enragé.*

Mr. Daniel Tingley erected a new coal shed at the fog-alarm at a cost of \$147.

*Dipper Harbour.*

An additional window was put in the lantern at a cost of \$24, which appears to be a great advantage in making the inner harbour.

*Grindstone Island.*

The fog-alarm at this station consists of two Holmes trumpets of very intricate make, and not sufficient as sound producers, consequently one of the Neptune fog-horns was taken to the station, but it was deemed desirable to provide a new fog-alarm building to contain it, as the present building is in a bad position. Plans and specifications for the new building have been prepared and tenders invited. It is proposed to erect it on the present site of the lighthouse, the light building being removed nearer to the dwelling to make room for it. This change is desirable so that no building or other obstruction will stand between the fog-alarm and the water in any direction in which the sound is required.

*Goose Lake.*

Mr. Joseph Wilson built a fence and boathouse at a cost of \$166.

*Grand Harbour.*

There was an expenditure of \$71.69 at this station to repair the damages caused by the heavy gales last winter washing away a portion of the protection to the lighthouse and damaging the building.

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*Head Harbour.*

One of the fog-alarm boilers having given out last year a new boiler was made under contract by Mr. James Fleming of St. John at a cost of \$505.

*Letête.*

This fog-alarm station is in good order. Some small repairs to the buildings will be performed by the keeper, the Department furnishing materials. Repairs were made to the piston rod of the engine by the Truro Foundry and Machine Company amounting to \$75.65.

*Machias Seal Island.*

A new boiler was supplied to fog-alarm, built by Mr. Matheson of Pictou at a cost of \$1181.25, delivered in St. John.

A large part of the railway track was carried away during a heavy storm last winter. Tenders received for repairs being considered too high the work was done by day's labour, the material and labourers being sent from St. John. The total cost of this work and of building a water tank under the keeper's dwelling was \$420.42.

*McMann's Point.*

The lighthouse at this station was moved from where it formerly stood 50 feet back, and placed on a stone foundation. The cost of moving the building, including repairs was \$95; in addition to this amount the site was purchased by the Department for \$30, making a total expenditure of \$125. The station was also painted.

*Partridge Island.*

The dwelling house owned by the Department, and formerly occupied by Mrs. Doherty, was repaired by Mr. James Wilson, the light keeper, at a cost of \$199.09. This building is now occupied by the light keeper as a dwelling; the house formerly occupied by him having belonged to the Department of Agriculture who required it for quarantine purposes.

*Swashway.*

It was found necessary during the past season to replace the range lights at the Swashway by new buildings, and advantage was taken of the opportunity to improve the character of the lights so as to make them more powerful and better proportioned in height to give a good range, and the buildings so as to make them more conspicuous as day marks.

The new towers are skeleton wooden buildings, square in plan, with horizontal slatwork on their seaward faces, and sheds at their bases, each entire structure painted white. The illuminating apparatus in each case consists of a locomotive reflector lantern hoisted to the top of the tower between the posts. Each light is fixed white, catoptric, and shows only over a small arc in the line of range. The front tower stands on the east shore of the island  $1\frac{1}{2}$  miles from its south end, on ground 6 feet above high water mark, and 100 feet back from the shore line. It is 46 feet high from base to summit. The light, elevated 47 feet above high water mark, should be visible 12 miles. The back range light building stands 1220 feet

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W by N  $\frac{1}{4}$  N from the front one, and is 71 feet high. The light is elevated 72 feet above high water mark and should be visible 14 miles.

*Southern Wolf.*

The wharf and landing amaged by a heavy storm last winter have been repaired, cost \$94. Some plastering and other repairs inside the lighthouse building were to have been carried out last season, but for the material for this work having been carried away by the same storm that damaged the landing, they must remain over until next year.

*Tabusintac.*

The chief engineer of the Department visited this station last autumn and reported that in consequence of the shallow water in the Gully the range lights were of no further value in their present positions, but he recommended that they should be transported to the mainland and used as an inner range at Neguac Gully. Tenders for doing this work have been invited.

*William's Landing.*

The new mast and shed required to replace those carried away, as reported in last year's report, have been provided at a cost of \$25, and a boat furnished at a cost of \$12.

BUOYAGE.

The buoy service in this agency has been augmented by placing an automatic whistling buoy, of the Courtenay pattern, off the south-east end of the South Wolf Island, in the Bay of Fundy. This buoy is painted black, with the name "S. Wolf" on it, and is moored in 52 fathoms.

The gong on the bell-buoy boat off Partridge Island having cracked through long service, a new gong was supplied, at a cost of \$188. The hull of the boat received a general overhauling, and she was supplied with a new mooring chain, and painted.

The following buoys belonging to the Nova Scotia Agency were put under the care of the New Brunswick Agency, viz.: Bell buoy off the North-West Ledge, automatic buoy at Lurcher and the Trinity buoy. This latter buoy broke its mooring chain and went adrift; it was secured by Alex. Forbes and others, their salvage charges were paid, amounting to \$150, and the repairing of the buoy cost \$112.

Another bell buoy was moored in the same place, as soon as the loss of the first was made known.

*Shippegan.*

Two new iron-can buoys were supplied to Miscou Harbour, and one for Big Shippegan Gully, also one for the north entrance to the same harbour. These were added to the list of Mr. Degrace the contractor, he being allowed an addition to his contract of \$30 for taking charge of these additional buoys.

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*Musquash.*

It was found necessary to supply seven new spar buoys for Musquash Harbour, which were placed during the present season under the direction of the Harbour Master.

*Escuminac.*

A new can buoy, painted black, was moored in 5 fathoms on the outer edge of the Reef off Escuminac Point, entrance to Miramichi Bar, in the county of Northumberland, during the past season.

*Neguac.*

Romain Savoy was allowed \$5 for changing the buoy at this place, and doing away with the outside can buoy, changing the colour of the inside buoy to black instead of red, and changing it from the port to the starboard side of the entrance, and maintaining two additional spar buoys between the entrance buoy, and the inside of the bar, which allowance he is to receive annually.

*Nappan River.*

Buoys were ordered to be placed on this river leading from the Miramichi River up to the mainland.

*Shediac.*

A change was made in the position of the buoys at the entrance to this harbour at the suggestion of the Harbour Master, which it is considered will prove of advantage to vessels arriving and departing from the port.

The change consists in marking the Medea Rock by an iron can buoy, coloured for middle ground, moored in 8 feet water, and by marking the south east turn by a wooden can buoy painted red, moored in 18 feet water.

*St. John River.*

The contract for placing and lifting, &c., of buoys was let to Thomas F. Granville, for three years, at \$215 per year.

*Beaver Harbour.*

An iron can buoy was placed on the west side of the middle ground, in the place of the spar buoy, to mark this dangerous reef.

*Grand Manan.*

An iron can buoy was placed on the south west ledge of Big Duck Island, instead of the spar buoy, which was not sufficiently conspicuous to be seen in the surf that rolls over this ledge. A large ship was wrecked on this ledge during the summer, and the steamer "Lansdowne" has to pass this ledge in delivering the supplies of coal to the station. The coast buoys in the Bay of Fundy are attended by the steamer "Lansdowne."

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PRINCE EDWARD ISLAND LIGHTHOUSE DIVISION.

This division is under the charge of Mr. Artemas Lord, Agent of the Department at Charlottetown.

In it there are 52 lights and 1 steam fog horn, under the charge of 39 keepers. There is one automatic whistling buoy and one bell buoy in this agency. The majority of the lights are situated on headlands and serve the general purposes of navigation, the remainder being harbour lights intended particularly for the benefit of fishermen. Thirty-five harbours in this province are buoyed by the Department under contract, the buoys being under the general supervision of the agent.

The lights were as usual inspected during the summer season by the agent in the Government schooner "Prince Edward" which also delivered the lighthouse supplies. The agent reports a continued and increasing endeavour on the part of the lightkeepers to keep up the required efficiency.

## REPAIRS AND IMPROVEMENTS TO LIGHT STATIONS.

The following is a statement of the more extensive repairs and improvements made at the several stations during the past year. In addition to those mentioned ordinary repairs and replacing of supplies were made and painting done wherever required.

*Blockhouse Point.*

The pitch and gravel flat roof on the dwelling was removed and replaced by a deck of cotton duck, under the direction of Mr. Walsh, who is permanently employed as lampist and mechanic in this agency. A door into the roof was removed and the western side of the tower wall was re-shingled. The whole building was painted two coats.

*Cape Egmont.*

The lamps at this station, which were suspended from a central shaft, were removed and placed on shelves close to the lantern glass, for the purpose of preventing to a certain extent interference with the light by the lantern sash bars.

Reports received from vessels indicate that the light has been strengthened by the change.

*Cape Bear.*

Leaks in roof repaired. Cellar floor removed. Chimney above the roof repaired. Corner casings of the tower removed and the shingling carried out to the corners. Plaster repaired and finished.

*Darnley Range Lights.*

In consequence of a change in the channel at the eastern passage over the bar at the entrance to Malpeque Harbour it was necessary to move the range lights established in 1889 at Darnley. The outer or front range light was moved 230 feet SW by W  $\frac{3}{4}$  W from its old position, and the back light was moved so as to stand 1,340 feet SW by S from the front one. New lanterns were also provided for this range so as to enlarge the arc of visibility, the lights now showing not only in the line of range but also north westerly along the north bar at the entrance to Richmond Bay.



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*Georgetown Inner Range.*

The mast on Westaway's farm, which served for the inner range light at Georgetown, has been replaced by a square wooden tower, painted white, surmounted by a galvanized iron lantern, the whole 46 feet high from the base to the vane on the lantern. the light is fixed white, catoptric, elevated 62 feet above high water mark, and should be visible 12 miles in the alignment and also across the harbour to Georgetown.

*Indian Point.*

The breakwater at this station received extensive repairs to remedy encroachments by the sea. The expenditure for labour in connection with this work was \$108.30.

*New London.*

During the past winter the range lights at New London, on the north coast of Prince Edward Island, were moved, for the purpose of bringing them nearer the channel and placing them in positions where they would be more useful in making the harbour. This work was done under contract by Mr. James Barclay, of O'Leary, for the sum of \$110. It has also been found necessary to increase the size of the brush and stone protection work to the back range light, and the necessary work is being done by Mr. Jonathan Delancy. The front range tower was moved a distance of about 200 feet S.S.W. from its former position on the sand beach, to the outer end of the breakwater, on the north-west side of the entrance to the harbour. The light is, as formerly, fixed, white, catoptric, elevated 24 feet above high water mark. The upper part of the wooden tower is enclosed and painted white, the open posts and framework below are brown. The back range tower was moved about 200 feet south-westwardly and now stands on the beach about 1,500 feet south-west from the front one. The light is fixed red, catoptric, elevated 45 feet above high water mark.

The square wooden tower, with dwelling attached, stands upon a cribwork foundation, and is painted white, surmounted by an iron lantern, painted brown. The lights should be visible about 7 miles to seaward between Sims Point on the west and the sand hills on the east side of the harbour, in one bearing S.W. they show the best water over the bar at the entrance to the harbour, but the back light must be opened to the seaward of the front one when abreast of Sims Point, to clear the rocky shoal off that Point.

*North Rustico.*

Further repairs were required at this station in consequence of the breastwork being damaged during a storm by timber belonging to the Public Works Department swept off the breakwater upon which it had been piled for the winter, and lodging against the brush and stone protection work of the pier, during the severe gales of the beginning of September, 1890, the cost of repairs was \$75.

*St Andrew's Point.*

A new 4-foot square galvanized iron lantern, made by Mr. Walsh, was placed on the tower here instead of the old cast iron lantern, which had been rusted out.

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**BRITISH COLUMBIA LIGHTHOUSE DIVISION.**

This division comprises all Canadian waters on the Pacific coast, and is under the charge of Mr. Herbert G. Lewis, agent of the Department at Victoria.

There are in it 13 lighthouses and 2 lights on buoys, under the charge of 14 keepers, who provide the necessary assistance, and who also have charge of 4 steam fog alarms and 4 fog bells run by machinery. The lighthouses and fog alarms were inspected during the season by the agent and by the officers of the Dominion steamer "Sir James Douglas," which is the lighthouse tender for the province. This vessel having, however, been found insufficient for the requirements of the service a new steamer, the "Quadra," was built on the Clyde to replace her.

**SPECIAL INSPECTION BY THE CHIEF ENGINEER.**

In view of the rapidly increasing importance of the shipping interests of the Pacific province it was deemed desirable to send Mr. Wm. P. Anderson, Chief Engineer of this Department, to make a special inspection of the waters of that province, and he spent the months of April and May in visiting all existing light stations and in carefully examining the vessel routes in British Columbia. He was instructed to pay special attention to the requirements of navigation in the following particulars:—

1. Needs of deep draft vessels crossing the Pacific to Vancouver harbour.
2. Needs of the northern trade between Victoria, Queen Charlotte Islands, Port Simpson and Alaska.
3. The local needs of the ports of Victoria, New Westminster, Vancouver and Nanaimo. Special reports have been made by the Chief Engineer on all these points, and as a result of his visit important improvements are being gradually carried out in the system of lighting, establishing fog alarms, placing buoys and beacons and other aids to navigation.

**NEW LIGHTS AND FOG ALARMS ESTABLISHED DURING THE PAST YEAR.***Yellow Island.*

In last year's report it was stated that a lighthouse was being built on Yellow Island, in Baynes Sound. This lighthouse having been taken out of the contractor's hands and completed by the officers of the Department the light was put in operation on the 1st January, 1891. It is a group-flashing white light, showing three bright flashes, with intervals of 15 seconds between their points of greatest brilliancy, followed by an interval of 30 seconds, during the greater part of which the light is eclipsed, thus completing a revolution in one minute. It is elevated 120 feet above high water mark, and should be visible 17 miles from all points seaward, except where intercepted by the trees and high land of Denman and Hornby Islands. To clear Maple Bank, in Baynes Sound, the light must not be brought to bear to the northward of E. by N.  $\frac{1}{2}$  N., while the light bearing S.W. will clear the dangers off the south-east point of Hornby Island.

The tower is a wooden building, square in plan, and with the dwelling attached is painted white; the iron lantern surmounting it is red. The height from the base to the vane on the lantern is 55 feet.

*Carmanah.*

The lighthouse and fog alarm building which were being erected under contract at Carmanah on the south coast of Vancouver Island, at the west extremity of the Strait of Juan de Fuca, were satisfactorily completed, and the station was put in operation on the 15th September last. The light is a group-flashing white light, showing three bright flashes, with intervals of 15 seconds between their points of greatest brilliancy, followed by an interval of 30 seconds, during the greater part of which the light will be eclipsed, the light thus completing a revolution in one minute.

It is elevated 173 feet above high water mark, and should be visible 19 miles from all points of approach by water. The lighthouse is built on land 136 feet above high water mark, on the extremity of the point, immediately to the westward of the Indian village of Carmanah, and two miles W. by N.  $\frac{1}{2}$  N. from Bonilla Point. It is a wooden building; both tower and attached dwelling are painted white, and the iron lantern surmounting the tower is red. The height from the base to the vane on the lantern is 46 feet. The fog alarm building is of wood, painted white, with unpainted shingled roof, and stands immediately in front of, and a little lower than the lighthouse tower, facing S. by E.  $\frac{1}{2}$  E. The horns, which are in duplicate, are 125 feet above high water mark. The fog alarm will be a single blast of 6 seconds' duration, with intervals of 24 seconds between the blasts, in other words, one blast every half minute. The fog alarm machinery consists of a horn operated by steam and compressed air, and is in every respect in duplicate, so that in the event of one machine or boiler breaking down the other can be used without delay.

During the past season a telephone line has been completed from Victoria to Cape Beale light station, following the coast through Port St. Juan, and Carmanah, with stations at Port St. Juan, at Carmanah lighthouse and at Cape Beale lighthouse. A flag signal has also been established at Carmanah lighthouse for communicating with passing vessels by the international code of signals, and printed regulations have been issued covering this service, which it is hoped will be of great service to all British Columbia shippers, and will facilitate towing in of sailing vessels.

The total expenditure in connection with the establishment of this station has been \$15,220.89.

*Pin Rock buoy.*

Complaints having been made of the difficulty of entering Victoria Harbour at night, in consequence of the glare of the electric lights rendering the buoys invisible, a hand lantern showing a fixed white light at an elevation of 8 feet above the water was attached on the 1st October last to the framework beacon of the platform buoy which marks Pin Rock, in Victoria Harbour. This was done because a similar light on the Shoal Point buoy, in the same harbour, proved very satisfactory, and reports received since the establishment of the new light proves that it is rendering good service, and it will consequently be maintained regularly.

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PROPOSED IMPROVEMENTS.*Turn Point and Patos Island.*

In last year's report it was stated that an appropriation would probably be made by the United States Government for the establishment of lights and fog alarms at these two important points. Since then the Department has learned with pleasure that a liberal appropriation has been made, and preliminary plans have been prepared and submitted for the approval of the Lighthouse Board, at Washington; it is consequently presumed that the buildings will be erected and in operation without undue delay.

*Fraser River entrance.*

The re-survey of the Fraser River, for which \$500 were voted in last year's estimates, was duly completed by Mr. F. C. Gamble, and a plan submitted, from which a chart was prepared and forwarded to the local authorities in September last. The new survey showed a least depth of 13 feet at low water spring tides between New Westminster and the Gulf of Georgia, equivalent to 27 feet at extreme high water spring tides. In reducing the work for publication it was necessary to omit some of the soundings shown, and in doing this it unfortunately occurred that at one point soundings showing the best water were omitted, so that at Garry Point it appeared that a channel with only 9 feet at lowest water existed. Since this was ascertained the charts have been corrected and the defective ones, recalled.

During the past season eight iron can buoys have been made at a cost of \$2,372, and furnished for use on the Fraser River. A bell buoy has also been manufactured by the Albion Iron Works of Victoria, at a cost of \$1,550, which it is intended to moor at the mouth of the river outside the Sand Heads, as soon as the "Quadra" is commissioned. This buoy was too large for the "Douglas" to handle, and consequently it was necessary to delay placing it until the "Quadra" would be commissioned.

In May last three beacons, each consisting of a cluster of three piles surmounted by a cross 8 feet wide by 8 feet long, were driven on the edge of Sturgeon Bank. Each structure stands 11 feet above high water mark, and is painted black. The most southerly beacon is on the south-west extreme of Sturgeon Bank, immediately to the northward of the discontinued south channel of the Fraser River. The middle beacon is on the edge of the bank  $2\frac{7}{10}$  miles to the northward of the northerly Sand Heads buoy, and the most northerly beacon is on the north-west extreme of the bank three miles southward from Point Grey. The Department has learned that this last-named beacon has been carried away since it was placed.

The tide gauge alluded to last year at the entrance to the river, has also been placed, and observations have been taken with a view of ascertaining the fluctuations in the level of the river.

The agent has been instructed to drive piles in the North Fork of the Fraser to indicate the best channel for light draft steamers as soon as convenient, at an estimated cost of \$500.

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*Brotchy Ledge.*

The agent has been instructed to build a large stone beacon on Brotchy Ledge, during low water spring tides next season, and enquiries are being made as to the feasibility of lighting this beacon at night by means of incandescent lamps, connected through a submarine cable with the electric light plant in the city of Victoria. It is thought that this improvement, especially if the beacon can be lighted without requiring the constant attendance of a keeper, will greatly increase the facility of entrance to Victoria Harbour.

*Kelp Reefs.*

The agent has been instructed to have a stone beacon erected on the outermost Kelp Reef during low water spring tides, next season. This beacon will be made large and surmounted by a slatwork so as to be as conspicuous as possible.

*Active Pass.*

The fog bell at this station has not given satisfaction, and the Chief Engineer has recommended the establishing of a steam fog alarm for the convenience of the large traffic using the Active Pass route between Victoria and Vancouver, although he reports unfavourably on this route for heavy draft vessels, especially in thick weather. An additionnal half acre of land has been secured, including a suitable site for a fog alarm building, and an appropriation for this expenditure will probably be asked next session.

*Entrance Island.*

A dioptric apparatus with a red sector to cover Gabriola Reef, has been ordered from England for this station, and the advisability of establishing a steam fog horn here is now under consideration.

*Nanaimo Harbour.*

Some method of facilitating approach to Nanaimo at night being required by the numerous vessels now running there for coal, the matter has been under the consideration of the Department since Mr. Anderson's visit, and the agent has been instructed to place lights on two of the platform buoys in the harbour, similar to those which have given great satisfaction in Victoria harbour. It is thought that these buoy lights will be preferable to any system of harbour lights on land, as the only two available points are at some distance from the channel, with outlying reefs between.

## REPAIRS TO EXISTING STATIONS.

*Race Rocks.*

The boiler of the steam fog whistle having been condemned a new boiler was constructed under contract by the Polson Iron Works of Toronto, they being the lowest tenderers, and has been placed in the fog whistle building. Contract price for the boiler delivered in Victoria was \$868.50. It has been decided for the sake of increasing the efficiency of the station, to put in a duplicate boiler in case of accident, and tenders are now being asked for this work. The whole of the interior of the fog alarm building has been refitted to receive the new boilers. An old stone tank in the engine room was pulled down, and two iron tanks put in its place.

*Cape Beale.*

The tramway from the landing to the lighthouse was repaired and partly rebuilt in July last by the crew of the "Douglass," with the assistance of four labourers, and the trail from the light station to Bamfield Creek was at the same time cleared of underbrush. A porch was built at the back door of the dwelling, and some minor repairs made.

*Yellow Island.*

When this station was inspected by Mr. Anderson in May he found that several parts of the building were not in accordance with the specification, and instructed the agent to take a carpenter and mason up and have the defects remedied, which was done at the expense of the contractor.

*Point Atkinson.*

Steps from the landing to the lighthouse have been rebuilt.

*Sand Heads.*

Two additional dolphins were driven close to the iron base of the building to prevent ice and logs from striking it.

Minor repairs and necessary painting were executed at all stations which required them, in the ordinary manner.

## BUOYS AND BEACONS.

The Sand Heads, Fraser River, buoys are kept in position by the snag-boat "Sampson".

*Rosenfelt Rock.*

In consequence of the disappearance of the wreck of the ship "John Rosenfelt" from the reef off the east coast of Saturna Island, in the Straits of Georgia, the extremity of the reef has been marked by a large iron black conical buoy moored in 12 fathoms.

*Sydney Channel.*

A spar buoy, painted in alternate red and black horizontal bands, was moored last March in 16 feet water, on the more south-easterly of the two rocky patches off the north-west part of Sydney Island in Sydney Channel.

*Nanaimo.*

A red spar buoy has been moored on the edge of the bank on the north side of the middle ground, off the Vancouver Coal Company's southern most shed in Nanaimo Harbour.

The beacon on Beacon Rock having been carried away the rock is now marked by a platform buoy, similar to the others in that harbour.

*Buoys in northern waters.*

Advantage was taken of Mr. Anderson's trip to the north in the steamer "Sir James Douglas" to establish the following spar buoys:

- 1. A red buoy on the northernmost extreme of the sand bank off the mouth of Nimpkish River, opposite Alert Bay, in Broughton Strait.
- 2. A red buoy off Ledge Point in the same waters.
- 3. A middle ground buoy on Dall Patch, in Seaforth Channel.
- 4. A small black spar buoy at the entrance to Ecstall Inlet, in Port Essington, Skeena River. This buoy has not proved satisfactory, as the strong current usually carries it under.
- 5. A black spar on the south-eastern extremity of Tugwell Island Reef.
- 6. Three small spar buoys in Metlah Catlah Bay. These buoys have since been reported adrift.
- 7. A red spar on the south-west extremity of Hodgson Reefs.
- 8. A middle ground spar on the Sparrowhawk Rock, south of Finlayson Island, Chatham Sound.
- 9. A red spar in the Dead Tree Point channel, at the entrance to Skidegate Inlet. This buoy also has since been reported adrift.

Goose Spit Beacon.

A wooden pyramidal beacon 32 feet high, painted black, was erected in July last by the crew of the "Douglas" on the extremity of Goose Spit, at the entrance to Port Augusta, Baynes Sound.

Sisters Beacon.

A similar beacon, 42 feet high, was similarly erected on the easternmost of the Sisters Rocks, in Stevens Passage, west of Lasquita Island, Strait of Georgia.

The total cost of maintaining the lights, fog alarms, buoys and beacons in the Province of British Columbia, for the fiscal year ended 30th June last, was \$7,251.55, and the expenditure on account of construction of new stations was \$10,258.80.

CHANGES IN LIGHT-KEEPERS.

The following changes in the List of Light-keepers appointed throughout the Dominion, have taken place during the year ended 1st December, 1891 :—

LIGHTS ABOVE MONTREAL.

| Name of Keeper.     | Name of Station.              | Date of Appointment by Order in Council. | Salary per Annum. | Remarks.  |
|---------------------|-------------------------------|--|-------------------|---|
|                     |                               | 1891.                                    | \$                |   |
| Thos. Darling.....  | South East Bay, Muskoka ..... | Jan. 31..                                | 60                | Succeeded M. Howe, left locality.   |
| Allan Collins.....  | Christian Island.....         | Mar. 25..                                | 425               | Exchanged with J. Hoar, now keeper of Hope Island light.  |
| John Hoar .....     | Hope Island. ....             | do 25..                                  | 450               | Exchanged with A. Collins, now keeper of Christian Island light.                                  |
| Jas. Burlingham.... | Point Peter Fog Alarm .....   | do 26..                                  | 650               | Increase of \$250 on assuming charge of new fog alarm, in addition to his duties as light-keeper. |

## LIGHTS ABOVE MONTREAL—Continued.

| Name of Keeper.      | Name of Station.             | Date of Appointment by Order in Council. | Salary per Annum. | Remarks.                                     |
|----------------------|------------------------------|--|-------------------|--|
|                      |                              | 1891.                                    | \$                |  |
| R. W. Winthrop....   | Deschenes Rapids.....        | April 13..                               | 100               | Succeeded Thos. Graham.                      |
| John A. Innes.....   | Port Dover.....              | May 26..                                 | 260               | Succeeded C. Morgan, resigned.               |
| Alphonse Blondin...  | Lachine Pier .....           | June 6..                                 | 200               | Succeeded C. L. dit Parisien, superannuated. |
| D. B. Hawkins .....  | Peninsula Harbour, Algoma... | Aug. 31..                                | 400               | New light.                                   |
| H. R. A. Elv.....    | Pole Light, Wiarton.....     | Sept. 4..                                | 50                | do   |
| H. E. Matthews ..... | Long Point.....              | do 21..                                  | 400               | New fog alarm.                               |
| Tancrede Leblanc...  | McKie's Point.....           | Oct. 14..                                | 175               | Succeeded Alex. McDonald, superannuated.     |

## QUEBEC DIVISION.

|                       |                              |            |     |  |
|-----------------------|------------------------------|------------|-----|--|
| Elzear Heppel.....    | Bicquet Light and Fog Alarm. | April 17.. | 700 | Provides assistant. Succeeded E. Parent, deceased. |
| N. Arsenault.....     | Etang du Nord.....           | July 21..  | 350 | Succeeded T. O'Brien, deceased.                    |
| Alex. Poitras.....    | Bersimis Range Lights.....   | Sept. 21.. | 100 | New lights.  |
| Paul Salvail, jr..... | Isle à la Pierre .....       | Oct. 9..   | 220 | Succeeded W. Matte, jr., superannuated.            |
| C. E. Forgues .....   | Perroquet Island.....        | do 9..     | 600 | Succeeded H. de Puyjalon, resigned.                |

## NEW BRUNSWICK DIVISION.

|                     |                                 |           |     |                                       |
|---------------------|---------------------------------|-----------|-----|---------------------------------------|
| Burton McNichol.... | Bliss Island.....               | Jan. 31.. | 300 | Succeeded C. McNichol, deceased.      |
| Miles McMonagle.... | Oromocto Shoals.....            | May 26..  | 80  | Succeeded W. Rutledge, superannuated. |
| Norman B. Jones.... | Oak Point, St. John River ..... | Oct. 9..  | 80  | Succeeded Z. Jones, deceased.         |
| A. Bridges .....    | Bridges Point .....             | do 9..    | 80  | New light.                            |
| Jude Robichaud .... | Richibucto Beacons .....        | Dec. 5..  | 200 | Succeeded P. Leger, deceased.         |

## NOVA SCOTIA DIVISION.

|                      |                             |            |     |                                       |
|----------------------|-----------------------------|------------|-----|---------------------------------------|
| L. S. Nickerson..... | Wesses Lodge Lightship..... | Jan. 31..  | 500 | Succeeded J. R. Kenny, superannuated. |
| M. McFadyen.....     | Mabou Range Lights.....     | April 17.. | 50  | Succeeded A. McLean, left locality.   |
| Alfred Brownell .... | Cold Spring Head.....       | May 26..   | 100 | Succeeded J. H. Brownell, resigned.   |
| Burton Wheadon....   | Walton Harbour .....        | do 26..    | 125 | Succeeded A. McN. Parker, deceased.   |
| Geo. A. Briggs.....  | Apple River.....            | Dec. 5..   | 200 | Succeeded A. McCullough, resigned.    |

## BRITISH COLUMBIA DIVISION.

|                     |                  |           |       |  |
|---------------------|------------------|-----------|-------|--|
| F. M. Eastwood .... | Race Rocks ..... | Jan. 31.. | 1,200 | Provides assistant. Succeeded W. P. Daykin, transferred to keeper-ship Carmanah light. |
| R. S. Jones.....    | Sands Head ..... | May 1..   | 900   | Succeeded J. R. Wick, deceased.  |



## OIL.

A contract was entered into two years ago with the Imperial Oil Company of Petrolea, Ont., for the supply of petroleum required for lighthouse purposes, and oil was delivered during the past year under that contract at the following rates, viz :—

| Delivered at              | Per gallon<br>in barrels.<br>Cents. | Per gallon<br>in cases.<br>Cents. |
|---------------------------|-------------------------------------|-----------------------------------|
| Sarnia.....               | 15½                                 | 21                                |
| Hamilton .....            | 17½                                 | 22½                               |
| Kingston.....             | 18½                                 | 23½                               |
| Montreal .....            | 18½                                 | 23½                               |
| Quebec.....               | 19                                  | 24                                |
| St. John, N.B.....        | 19½                                 | 24½                               |
| Pictou, N.S.....          | 20                                  | 25                                |
| Halifax.....              | 19½                                 | 24½                               |
| Charlottetown, P.E.I..... | 20½                                 | 25½                               |

By the terms of the contract the oil is required to be of the best quality of standard white extra refined petroleum, free from acid or other impurities, to weigh at 62° Fah. not less than 7·85 lbs. nor more than 8·00 lbs. per gallon; to withstand a flash test of 115° Fah. by the standard pyrometer, and in all other respects to comply with requirements of the Petroleum Inspection Act. The oil is required to be delivered partly in barrels and partly in cases; barrels to be of the best quality, new, iron-hooped, made of white oak, prepared inside with liquid glue and painted outside; the cases to contain each two cans, each can containing four to five Imperial gallons; cans to be made of best brand of enameled tin.

The quantity supplied to the lights above Montreal during the past fiscal year was 18,928 gallons; to the lights in the Quebec district 23,899 gallons; to the Nova Scotia district 52,765 gallons; to the New Brunswick district 10,351 gallons; to the Prince Edward Island district 6,624 gallons, and to British Columbia 4,520 gallons; making in all 117,187 gallons.

The oil for British Columbia is American; it has been found that it is in the public interest to purchase high test oil of that description for the lights in that province. A quantity of American oil was also purchased for the service of the dioptric lights as the Canadian oil is not found to be very suitable for such lights. The expenditure for oil for the past fiscal year was as follows: Above Montreal, \$3,606.48; Quebec, \$4,582.35; Nova Scotia, \$12,927.51; New Brunswick, \$2,636.85; P. E. Island, \$1,561.02; British Columbia, \$1,123.00; total, \$26,437.20.

## DOMINION STEAMERS.

The steamers under the control of this Department consist of the screw steamer "Newfield"; the "Druid," paddle wheel; the "Lansdowne," screw; the "Alert," screw; the "Stanley," screw, and the "Bayfield," screw, and the small steam launch "Dolphin," employed at Quebec in connection with the River Police Force, and also the "Quadra," a new steamer, screw, and the "Sir James Douglas," screw, with her small steam launch tender.

## NAPOLEON III.

The Government steamer "Napoleon III," belonging to the Quebec district was wrecked on the 18th of October, 1890, by grounding on a flat rock at the entrance of Little Glace Bay during a heavy gale. It was deemed advisable to raise and repair her, and a contract was accordingly entered into with Messrs. McDonald & Co. of Halifax to float and repair the vessel. This contract was not carried out as on the 2nd of December last a terrific gale so completely wrecked the hull that it was not considered possible to repair it. The machinery and boilers were taken out by the contractors, who have made a claim for saving them, which claim has not been settled as yet. The machinery was found to have sustained very little damage. Tenders were called for the purchase of the machinery and hull separately, but as none of the offers were satisfactory no tender was accepted. The machinery has been carefully overhauled and cleaned and is now in good condition if required for another vessel. It has been removed to Halifax, together with the boilers, and stored on the premises of the Marine Department at that port. The hull of the steamer is now lying where the vessel was wrecked; steps have been taken to dispose of it, and one or two offers are being considered.

## DRUID.

The steamer "Druid" was employed during the past year in attending to the gas and other buoys in the River St. Lawrence and supplying a number of the river lights. During the past fiscal year the sum of \$2,262.42 was expended in repairs to the hull and engines of this vessel. A new row boat was placed on board the "Druid" during the season. This steamer requires new cylinders and air pumps, the estimated cost of which would be from \$6,000 to \$8,000. As a large outlay has already been made in recent years on this boat for repairs in order to keep her in suitable condition for the service of the Department, it has been considered more in the public interests to offer her for sale than to make extensive repairs now to the machinery. Tenders for her purchase have accordingly been invited, up to the 5th of February, 1892. The "Druid" is an iron paddle wheel steamer of the following dimensions: length, 160 feet; breadth, 26.6 feet; depth of hold, 9.6 feet; gross measurement, 239 tons; draught with bunkers filled, 7 feet 6 inches. Her furniture has been removed, a careful inventory taken, and is now stored at Quebec. The average number of her officers and crew was 21 in all, and the cost per diem per man for provisioning the vessel was about 39 cents.

## NEWFIELD.

The steamer "Newfield" was engaged from the 2nd of August, 1890, to the 1st of October in cable service for the Public Works Department and from the 14th October, 1890, in lighthouse and buoy service on the Nova Scotia coast and the North Shore of New Brunswick. On the 10th December, 1890, while returning from Brier Island to Halifax the powder magazine exploded, tearing up the deck and part of the port side of the ship, breaking deck-beams and completely wrecking all the forward part of the ship. One man was killed and six injured, two of whom afterwards died in hospital, at Yarmouth, N.S. A careful inquiry was held into the cause of the explosion, by Lieut. Gordon, R.N., of the "Acadia," who reported that the explosion was accidental. The sum

of \$1,114 was voted by Parliament and was paid in gratuities to the relatives of the deceased men. While the "Newfield" was lying in harbour at Yarmouth, Capt. Richard A. Guilford, who had been in the service of the Department since March, 1880, suddenly fell dead in the cabin. This sudden death was very much regretted by the Department, as was also the sad calamity of the death of the men killed by the explosion. Temporary repairs were made to the "Newfield" by contract at a cost of \$80, at Yarmouth, and the vessel taken to Halifax, where a thorough inspection was made of her machinery and hull, by Hull Inspector Coker and Steamboat Inspector Stevens, who reported that extensive repairs were necessary. Tenders were invited for these repairs from firms in Halifax, St. John, Pictou, New Glasgow and Yarmouth. The tender of Messrs. W. & A. Moir, offering to repair both the hull and machinery, was the lowest. It was accepted and the work done according to specification and contract, under the inspection of Messrs. Stevens and Coker, at a cost of \$7,730. Tenders were also invited to make repairs to the deck and other wood-work, and the offer of Mr. Michael O'Brien, which was the most advantageous, accepted, the cost of the work being \$883. New steam steering gear was put in at a cost of \$775. Tenders for this work were invited, with the result that the tender of Messrs. W. & A. Moir was the only one received. The windlass was also repaired by contract at a cost of \$225. The ship was painted outside and inside by contract at a cost of \$870. In addition to the above repairs costing \$10,483, the sum of \$3,848.57 was expended during the year for ordinary repairs, making the total expenditure on account of repairs to the "Newfield" for the fiscal year \$14,331.57. The earnings of the "Newfield" in connection with cable service amounted to \$5,900. On the 20th May, 1891, the vessel went into commission and was engaged in buoy service and visiting Sable Island with supplies. She continued in the lighthouse and buoy service during the summer and fall, in which work she is now engaged. The average number of the officers and crew during the past season was 33, and the per diem cost of provisioning the steamer per man was about 42 cents.

#### LANSDOWNE.

The steamer "Lansdowne" was employed during the last year in buoy and lighthouse service, both in the New Brunswick and Nova Scotia divisions. The sum of \$2,387.91 was expended on repairs to this vessel during the past fiscal year. The average number of the officers and crew of the "Lansdowne" was 29, and the cost of provisioning the vessel was 44 cents per diem per man.

#### STANLEY.

The steamer "Stanley," which is employed for the maintenance of winter communication between Prince Edward Island and the mainland, began work on the 6th December, 1890, and made her last trip in this service, for the season, on the 1st of May, 1891, during which time she made fifty-five round trips. Her first regular trip was between Charlottetown and Pictou, on which route she continued till the 14th of December when she was compelled to go to Georgetown after an attempt to enter Charlottetown Harbour, which was blocked with heavy drift ice. The vessel continued to ply between Georgetown and Pictou till the 18th of April, 1891, when she again ran between Charlottetown and Pictou. The continuity of the Stanley's trips was broken at various periods during

the season by heavy drift ice in the Strait of Northumberland. On the 5th January, 1891, the vessel left Georgetown but did not arrive at Pictou till the 7th. On the 8th she left Pictou but did not arrive at Georgetown till the 10th. She left Pictou on the 16th February but did not arrive at Georgetown till the 28th, being twelve days fast in the ice which was the heaviest known for years. Arriving at Georgetown on the 28th February, the steamer was laid up till the 13th March for the purpose of cleaning her boilers. From the 30th March to the 3rd April the "Stanley" was prevented by heavy ice from reaching Pictou. On the return trip heavy ice again interfered, and the steamer was two days reaching Georgetown. From the 6th to the 8th of April she was in port at Georgetown unable to proceed to Pictou owing to heavy drift ice. The total number of days lost during the season, from heavy packed ice and gales, was twenty-nine, whilst fourteen days were occupied in cleaning the boilers at a season when it is almost impossible to keep up continuous communication unless the winter be very mild. The "Stanley" arrived 54 times at Pictou; 41 at Georgetown and 13 at Charlottetown during the winter service. During the season 1,868 bags of mails were carried by the "Stanley." It was found necessary, on the 3rd of January last, to transfer the "Stanley" mail service to the iceboats, crossing between Capes Traverse and Tormentine. The mail service was resumed by the "Stanley" on the 11th of April last. The earnings of the boat were as follows: Approximate weight of freight carried, 4,325 tons, \$7,698.54; passengers carried at \$3 and \$1.50, 2,317, \$6,558.00, and meals and state rooms, \$1,082.50; towing vessels in Cardigan Bay, \$200, making the total earnings for the season of 1890-91, \$15,539.04. The expenditure on account of maintenance for the fiscal year amounted to \$15,873.90 and the sum of \$5,567.85 was expended for repairs within the same time, making a total expenditure of \$21,441.75. The "Stanley" was employed in the Fisheries protection service from the 18th June to the 18th October, 1890, and again from the 18th June to the 11th of September, 1891.

After three seasons running, indentations in the iron plates of the "Stanley" at the water line, could be plainly observed, and it was the opinion of the captain that the vessel's progress in the ice was retarded by these indentations. They were caused by contact with heavy ice but did not extend the whole length of the vessel as one third of her, forward, had been double plated and no indentations could be seen in the double plated part. The steamer was placed on the Pictou marine slip and two officers of this Department, (the Hull Inspector and Steamboat Inspector for the Maritime Provinces), made a thorough inspection of the plates and frames. They reported that the indented plates should be removed, heated and straightened and double plating put on the whole length of the steamer with filling plates between. Tenders were called for the work recommended by the inspectors, and the contract awarded to Mr. J. Patterson, of Halifax, whose tender was the lowest, being \$14,500. The vessel was placed in the new dry dock at Halifax on the 15th September last and the work done according to a carefully prepared specification and under the inspection of Mr. Stevens, steamboat inspector, and Mr. McMillan, the chief engineer of the steamer who reported that the vessel was ready for sea, according to contract, on the 26th November last. The plates were imported from the Steel Company of Scotland by the Marine Department, and are of the kind known as Siemens process ship plates; they cost \$966.84. In addition to this the sum of \$289.85 was expended

for minor repairs, making a total of \$15,752.72 paid for repairs since the end of the fiscal year, 30th June 1891.

On the recommendation of the chief engineer an evaporator was imported from Messrs. G. & J. Weir, Glasgow, Scotland, and placed on board the Stanley. This evaporator was procured by contract and the cost of it was \$606.04. The work of putting it in position was tendered for and awarded to Mr. J. Patterson, of Halifax, whose offer was the lowest, viz., \$290, making the total cost \$896.04. Evaporators are designed for supplying fresh water to marine boilers to "make up" the loss sustained through leakages at gland joints and at sea. It was found that difficulty was experienced in getting fresh water, at critical times, in port. To obviate this difficulty the evaporator was placed on board for the purpose of doing away as far as possible with the necessity of using salt water to "make up" any deficiency in the boilers.

In accordance with your instructions of the 9th January last, I proceeded to Prince Edward Island to enquire into the management of the winter service between the mainland and the Island. I crossed in the S.S. "Stanley" from Pictou to Georgetown in the midst of a north-east gale and was astonished at the great power and capacity of the "Stanley" as was shown in passing through very heavy ice. As a result of my observation of the difficulties encountered on the trip in getting through the heavy ice, I have no hesitation in saying that the "Stanley" has proved a great success for the particular service in which she is engaged during the winter months. In March last I recommended some additional steel plating on her sides, which work, as stated above, has been done, after careful inspection was made. While in Charlottetown I put myself in communication with the Board of Trade of that city and attended a meeting of the Council of the Board and listened to the representations concerning delays which had occurred in the delivery of the mails. I informed the Board that I would report what I had heard, and would recommend to the Minister any change which I thought would remedy the difficulties referred to by the Council, so as to give the Island a daily mail, either by the ice-boats or steamer, as often as the weather will permit. These recommendations have since been made by me and steps have been taken to avoid unnecessary interruption to steamboat communication in the early part of the winter season. The Department issued a public notice dated 3rd February, 1891, fixing the time of running of the "Stanley" for the winter months, from the 1st of December till the 1st of May, unless it may be found that the Prince Edward Island Navigation Company's Boats are unable to continue their trips as late as the 1st of December or are not on their routes on the 1st of May. If such a contingency should arise, then, in order to keep up daily communication, the "Stanley" will begin to run when the company's boats cease running in the fall and continue till they begin in the spring. This public notice also states that the "Stanley" will make daily return trips between Charlottetown and Pictou as long as the ice will permit, but when the steamer is no longer able to make daily trips between these ports she will be put on the route between Georgetown and Pictou and will make daily return trips if possible. In accordance with the public notice the "Stanley" began her trips between Charlottetown and Pictou on the 1st December of this season.

When the "Stanley" was placed on the marine slip at Pictou, it was found that three of her propellor blades were broken by the ice. A new set of blades were immediately ordered from Scotland, of greater strength and more durable material. These blades have lately arrived in Halifax, and cost, including the freight, \$908.70. The average number of officers and men on board the "Stanley" was 34 in all, and the cost of provisioning the vessel was about 43 cents per diem per man.

SIR JAMES DOUGLAS.


The steamer "Sir James Douglas," stationed at Victoria, B.C., was put in commission on the 16th March last and remained in commission till the 30th of November, when her crew was paid off. This steamer was generally engaged in buoy and lighthouse service. On the 24th April the Chief Engineer of this Department, Mr. W. P. Anderson, and the agent at Victoria, entered upon a tour of inspection of all the light stations in the province, and of the waters of British Columbia, north to Port Simpson and including Queen Charlotte Islands; completing the inspection on the 21st of May. The steamer at the same time delivered supplies at some of the light stations. From the 17th June, 1890, to the 23rd, this steamer was engaged by the Canadian Pacific Railway Company in laying cable, for which service this Department received the sum of \$622.25 on the 6th of September, 1890. She was again hired by the same company to repair cable as before, from the 11th to the 22nd of August, 1890, for which the sum of \$1,122.50 was received on the 27th of September, 1890. The boat was again employed by the C. P. R. Company during the first week of December, 1890, as before, and the sum of \$731.50 was received by the Department on the 19th of January, 1891. The "Sir James Douglas" was placed at the disposal of the Local Government of British Columbia on the 25th August, 1890, for the purpose of making an exploratory survey of the west coast of that province in connection with the scheme of establishing Crofter fishing settlements. A suitable steamer in the meantime was placed at the disposal of this Department by the Local Government of British Columbia. On the 2nd of July last the "Sir James Douglas" was employed by the Indian Reserve Commission on a special trip to Banks Island, which occupied 12 days. The earnings of this trip will appear in the accounts of the next fiscal year. The total earnings of the "Sir James Douglas" for the fiscal year, including \$21 subsistence of Indian Reserve Commissioners, were \$2,497.25, and the total expenditure for the same time was \$11,012.14. Instructions have been given to prepare a specification of the fittings of this boat with a view of disposing of her, as the new boat "Quadra" will take her place.

The average number of officers and men on board the "Sir James Douglas" was 12, and the cost of provisioning the vessel was 53 cents per diem per man.

QUADRA.

The steamer "Quadra" is a new steel steamer constructed in Paisley, Scotland, and will take the place of the "Sir James Douglas" on the British Columbia station. Tenders for the construction of a steel steamer were invited by public notice throughout the Dominion, including British Columbia. Copies of these public notices, together with specifications and tracings, were sent to the High Commissioner for Canada with the request that he would forward them to shipbuilders in Great Britain. Similar notices specifications and tracings were sent direct from this

Department to shipbuilders in Great Britain. Ten tenders were received offering to build a steel steamer, three for a wooden steamer and one for a composite steamer. Some of the Canadian firms offered to supply a boat built in Great Britain. The tender of Messrs. Fleming & Ferguson, of the Phoenix Works, Paisley, G.B., was the lowest and most favourable. They offered to build a steel steamer according to requirements of the specification for £15,000 sterling. As this was the most advantageous offer made it was accepted and a contract signed for the delivery of the boat on the Clyde, on the 6th of June, 1891. The steamer was not completed and delivered on the 6th of June as required. The cause given by the contractors for this departure from the terms of the contract was the Railway Strike in Scotland in February last, which interfered with the operations of all shipbuilding concerns there, preventing the delivery in time of material which had been ordered. Proper steps were taken through the High Commissioner to inquire into the delay with a view of protecting the Department's interests, by deducting the stipulated amount for damages from the contract price if the delay might have been controlled by the contractors, bearing in mind that strikes, fires and other causes beyond the builders' control were excepted in the contract. A careful enquiry under legal advice showed that the delay was beyond the builders' control. All necessary material to build the vessel had been ordered in due time, but owing to the non-delivery of it, in consequence of the strike, the builders could not proceed with the construction and therefore under the contract could not be held responsible for the delay. On the 25th of September last the "Quadra" was completed and went on her first trial trip, attaining a speed of 12 knots an hour. She was delivered to the officer representing this Department, at Glasgow on the 6th of October and the last instalment of contract price was paid on the 7th of the same month. Mr. Lawrence Hill, Civil Engineer, represented this Department during the time the boat was building and carefully inspected her construction. He certified that the work was in every respect up to the requirements of the specification.

The vessel was built under the special survey of English Lloyds and the following certificate of class was issued on the 21st of September, 1891: "This vessel has "been built under the special survey of the Surveyors to this Society, and was "reported to be on the 21st September, 1891, in a good and efficient state, fit to "carry dry and perishable cargoes, and has been classed and entered in the Register "Book of this Society with the character  100A1." The engines and boilers were also surveyed during construction by Lloyds' Surveyors, and a Lloyds' Machinery Certificate issued 2nd October, 1891. In addition to this, certificates were issued by Lloyds for the anchors and steel hawsers which successfully withstood the mechanical tests required by the Imperial Act of Parliament. All these certificates are in the possession of the Department.

The dimensions of the "Quadra" as appears by the register are, length 174 feet; breadth, 31.1 feet; and depth of hold, 13.6. Her gross tonnage is 573.30 tons, and her register tonnage 265.25 tons. Her engines are Fleming & Ferguson's patent, quadruple expansion engines, of the improved type, designed to maintain a speed of ten knots at sea. These engines and boilers are guaranteed to be "upheld" for six months from date of delivery, any defect in material or building to be made good by the contractors. An evaporator of Morrison's type to "make-up" loss of

fresh water in the boilers, has been placed on board. The vessel also contains an armory and magazine which can immediately be brought into use if required. She is also fitted with a donkey engine for pumping and the use of the winch.

The contract price paid for this boat, as already stated, was £15,000 sterling, or \$72,999.99; the sum of \$356.00 was also paid for some minor fittings not at first specified, and this sum has been charged to construction. The total sum paid Mr. Lawrence Hill for inspection and expenses was \$345.55, thus making the total first cost of the "Quadra" \$73,701.00. The grant from Parliament was \$70,000.

On the 15th October last she sailed from Greenock, Scotland, for Victoria, B.C., with Captain Walbran as master, Mr. Hodgert, as guarantee engineer, on behalf of the builders, and Mr. Grant, of the "Sir James Douglas," engineer, together with a crew, including engineers and firemen, of 28 persons in all. Stores and fuel amounting in value to about \$3,800, were placed on board. She reached St. Vincent, Cape Verde Islands, on the 30th October, all well, but encountered very rough weather in the Bay of Biscay, which continued till the vessel reached the Canary Islands. During this heavy weather, amounting to a hurricane in the Bay of Biscay, the steamer proved herself to be an excellent sea boat. About 124 tons of steam coal were placed on board at St. Vincent, and the vessel proceeded to Valparaiso, which port she reached all well on the 9th December, 1891.

As this report was being prepared for printing the Department received intelligence from Captain Walbran, reporting the arrival of the "Quadra" at Esquimalt, B.C., on the 5th of January, 1892. The passage was made from Greenock safely in 80 days, including 10 days at anchor in the following places: St. Vincent, (Cape de Verdes) Strait of Magellan, Smyth's Channel, Lota (Chili) and San Francisco (Cal). Several gales were encountered of a severe character in which the "Quadra" proved herself to be an excellent sea vessel. The average consumption of coal was about 9 tons per day, and the speed of the steamer was about 9 knots per hour. The distance made by her was 14,817 miles.

#### BAYFIELD.

The "Bayfield" is a wooden steamer of 150 tons gross, and 94 tons register, is 29 years old, and is employed for the purpose of the hydrographic survey of the Georgian Bay. This vessel left Owen Sound to continue the survey, on the 4th of May last, and was employed at that work till the 25th of October last, she was then put in the Fisheries protection service and remained in that service under the Fisheries Department till the 30th of November last. The sum of \$550.87 was expended for repairs during the fiscal year on the "Bayfield." The officers and crew numbered 22 in all, and the per diem cost of provisioning this boat per man was 47 cents.

#### ALERT.

The "Alert," which had taken the place of the "Newfield," while the latter was being repaired, was put in a temporary condition at Halifax, to proceed to Quebec, to replace the "Napoleon III" as a supply boat. Tenders were invited for a steam windlass for the "Alert," and the offer of the Pictou Iron Foundry Company being found the lowest it was accepted, and the windlass put on board according to



contract, at a cost of \$625. She arrived at Quebec on the 23rd of November, 1890. A larger windlass and one more suitable for the "Alert," was in store at Quebec, and was put on board in the place of the new one, which was stored. In order to make this vessel efficient, repairs were found necessary, and a contract was entered into to place the steamer on Roche's gridiron for the sum of \$33.15. As navigation closed unexpectedly, a further agreement was entered into with Mr. Roche to allow the steamer to remain all winter on the gridiron for the sum of \$100. The work of repairs was carried on under the supervision of departmental officers and by carpenters and blacksmiths employed at the Quebec agency. The decks and bulwarks were caulked, the topsides smoothed with putty and cement and painted, and repairs to machinery made. The total cost of repairs to the "Alert" for the fiscal year was \$4,786.59; the principal part of the expenditure was for labour. In December of 1889, instructions were given to have the "Alert" measured, at Halifax, under the Merchant Shipping Act. Her dimensions, as appears by certificate of survey, are 168.5 feet in length; breadth, 31.5 feet, and depth of hold 20 feet; gross tonnage, 607.80, and net tonnage, 413.30. A wheelhouse and life-boat, formerly belonging to the SS. "Stanley," were shipped from Charlottetown, P.E.I., to Quebec, in May last, at a cost of \$25, and placed on board the "Alert." Two new boats were also supplied her. Tenders were invited in April last, at Quebec, for the building of five boats, and the contract awarded to P. Pouliot of Quebec, whose tender was the lowest, being \$4 per foot. Two of these boats were put on board the "Alert," and the cost will appear in the next year's fiscal statement.

On the morning of the 13th of November, 1890, while the "Alert" was on her way to Quebec from Halifax under the command of Captain McElhinney she collided with the schooner "Scylla" loaded with potatoes from Prince Edward Island for Boston, near Cape Jack, N.S., in the Straits of Canso. In the darkness the extent of the damage to the "Scylla" could not be observed, but as she was believed to be in a sinking condition her crew were taken on board of the "Alert." The schooner was afterwards towed to Port Hawkesbury, N.S., in a derelict state, by the steamer "Coila" and there appraised and disposed of. A preliminary enquiry into the cause of the collision was held at Pictou by Mr. J. R. Noonan under the Wreck and Salvage Act, on the 14th November, 1890. A further investigation was held by Captain W. H. Smith, R.N.R., Chairman Board of Examiners of Masters and Mates, on the 20th January, 1891. A commission of enquiry to hold a formal investigation into the cause of the collision was appointed by Order in Council on the 4th February, 1891, consisting of Captain W. H. Smith, R.N.R., and Lieut. Gordon, R.N., officials of this Department. The enquiry was held at Halifax, beginning on the 12th February, 1891, under the provisions of the Wreck and Salvage Act, Cap. 81 Revised Statutes of Canada. Evidence was given under oath by the officers of the "Alert," and the captain and crew of the "Scylla." These enquiries resulted in the finding that the officers of the "Alert" were to blame for the collision, as the wrong order was given to the man at the wheel by the officer in charge on deck when the vessels approached each other. A claim was made by the owner of the "Scylla" against the Government for the loss of that vessel and a similar claim made by the owner of the cargo. These claims were carefully investigated and submitted to the Justice Department for an opinion as to the liability of the Government. The Justice Department gave the opinion that the claimants were entitled to pay, as the

investigation proved that the captain of the "Scylla" was not to blame for the collision and consequent loss of his schooner. The original amounts claimed were not allowed, but the following sums were offered in settlement. To the Reliance Insurance Company, Boston, \$1,100 for amount paid the owner of the cargo by them; to the owner of the cargo for advance on freight, &c., \$150; to the Boston Marine Insurance Company, \$2,251, for amount paid by that Company to the owner of the vessel; to G. W. Hennesey, owner, \$1,134.55, which includes \$100.35, expenses of his crew as witnesses at investigations; to the captain and crew for loss of effects, \$511. In addition to this the sum of \$83.35 was paid in connection with the investigations, making a total sum of \$5,230. The value of the vessel and fittings was arrived at by careful enquiry, and estimated at \$3,340; the value of the cargo was taken from the invoice of the cost price. An appropriation of \$6,000 was made by Parliament for the payment of the "Scylla" claims.

On the 12th of October last while the "Alert" was engaged in delivering light-house supplies at Wreck Bay, Anticosti, she ran aground at ebb tide. A wrecking schooner at that time in the vicinity was employed by the captain at \$50 per hour to assist in getting the "Alert" afloat. An anchor was run out and by heaving on the windlass and the combined use of the "Alert's" engines and the wrecking schooner the vessel was got afloat at high tide, having been aground six hours. A preliminary examination was held into the cause of the stranding, by the agent at Quebec, on the vessel's return to that port, which revealed the fact that one of the men under instructions of the boatswain had cut two fathoms from the lead line but had not removed the marks on the line nor had the boatswain informed the officers of the ship. As the captain was governed entirely by the soundings which were being taken by the shortened line when entering Wreck Bay, he was deceived as to the depth of water and consequently took the ground although the "Alert" was moving cautiously. A formal investigation held by Captain W. H. Smith, R.N.R., Commissioner of the Court of Enquiry, brought to light the same facts as the preliminary investigation, and in addition to the sentence given at the preliminary examination the Court dismissed Theodore Simpson from the Government service and suspended his certificate for three months, on the ground of gross negligence in not informing the officers that the lead line had been cut. The Court also censured the 1st mate, Arthur Morin, for neglecting to inspect the lead line. The expenses in connection with the inquiry amounted to \$27.10. On the 28th of July last whilst the "Alert" was proceeding to the Magdalen Islands from Cape Race, Newfoundland, a steamer was sighted stranded on Bird Rocks which proved to be the SS. "Tiber." The services of the "Alert" to draw the "Tiber" off were requested and the captain and crew of the "Alert" immediately proceeded to the work of hauling the "Tiber" from the rocks. When several ineffectual attempts had been made the crew was engaged in assisting to jettison the cargo, after which the "Alert" succeeded in getting the "Tiber" afloat. Twenty-six hours were occupied in the work, for which the sum of \$500 was paid by the agents of the "Tiber" and the amount placed to the credit of the Receiver General. This amount will appear as earnings of the "Alert" in the next fiscal year. The average number of officers and men all told on the "Alert" was 32 while the cost of provisioning the vessel was about 40 cents per diem per man.

The following statement shows the expenditure for maintenance and repairs of each steamer and the receipts for the fiscal year ending 30th June, 1891.

| Expenditure.   |           |                   |            |           |
|--|-----------|-------------------|------------|-----------|
|  | Repairs.  | Main-<br>tenance. | Total.     | Receipts. |
|  | \$ cts.   | \$ cts.           | \$ cts.    | \$ cts.   |
| "Newfield".....  | 14,331 57 | 15,366 94         | 29,698 51  | 5,903 60  |
| "Stanley".....   | 5,567 85  | 15,873 90         | 21,441 75  | 15,539 04 |
| "Sir James Douglas".....   | 431 31    | 10,580 83         | 11,012 14  | 2,497 25  |
| "Lansdowne".....   | 2,387 91  | 19,412 76         | 21,800 67  | .....     |
| "Druid".....   | 2,262 42  | 9,708 53          | 11,970 95  | .....     |
| "Napoleon III".....  | 1,600 89  | 8,333 33          | 10,024 22  | .....     |
| "Alert".....   | 4,786 59  | 5,366 35          | 10,152 94  | .....     |
| "Quadra".....  | .....     | 1,813 51          | 1,813 51   | .....     |
| "La Canadienne" Fishery cruiser, temporarily employed<br>by Marine Department..... | .....     | 731 05            | 731 05     | .....     |
|  | 31,458 54 | 87,187 53         | 118,645 74 | 23,939 89 |

Expenditure..... \$118,645 74

Receipts..... 23,939 89

\$84,705 85

Parliamentary grant..... \$118,550 00

The system of provisioning the Dominion steamers which fit out at Halifax and Quebec, was changed during the season of 1891. Formerly at these two ports the captains of the steamers entered into an agreement with the Department to supply provisions at a fixed sum per month for each officer and seaman. At Quebec the sum was \$12 per month for officers and \$10 for seamen. Some complaints were made against this system and the Department adopted the present method of inviting tenders from provision merchants, grocers, butchers and others, to furnish supplies at contract prices. The lowest and most favourable tenders were accepted and the system has been found to work satisfactorily. Tenders were received in Halifax for the "Newfield," in St. John, N.B., for the "Lansdowne;" in Charlottetown, Georgetown and Pictou for the "Stanley;" in Victoria, B.C., for the "Sir James Douglas," and in Quebec, for the "Alert," "Druid" and "Dolphin."

#### COST OF MAINTAINING LIGHTHOUSES, ETC., AND DOMINION STEAMERS.

The following comparative statement shows the expenditure on account of maintenance of lighthouses, steam fog-whistles and steam fog-horns for the years 1883-84 to 1890-91, both inclusive. The method of auditing all accounts in the Department before payment has been followed of late years. It will be seen that the lighthouses, &c.,

have increased in number yearly, but the expenditure for maintenance has decreased during the last three years.

| Year.        | Number<br>of<br>Lighthouses. | Number<br>of<br>Fog-Whistles. | Number<br>of<br>Fog-Horns. | Cost<br>of<br>Maintenance. |
|--------------|------------------------------|-------------------------------|----------------------------|----------------------------|
|              |                              |                               |                            | \$ cts.                    |
| 1883-84..... | 597                          | 23                            | 10                         | 456,868 33                 |
| 1884-85..... | 617                          | 23                            | 12                         | 478,064 04                 |
| 1885-86..... | 625                          | 23                            | 16                         | 505,929 27                 |
| 1886-87..... | 658                          | 23                            | 24                         | 476,514 44                 |
| 1887-88..... | 664                          | 23                            | 27                         | 464,471 76                 |
| 1888-89..... | 675                          | 24                            | 29                         | 459,423 80                 |
| 1889-90..... | 705                          | 23                            | 32                         | 434,802 10                 |
| 1890-91..... | 710                          | 23                            | 31                         | 455,254 42                 |

STATEMENT showing cost of maintaining Dominion steamers from 1884 to 1891.

| Year.        | Cost<br>of<br>Maintenance. |
|--------------|----------------------------|
|              | \$ cts.                    |
| 1883-84..... | 123,816 25                 |
| 1884-85..... | 148,864 26                 |
| 1885-86..... | 130,759 83                 |
| 1886-87..... | 141,424 42                 |
| 1887-88..... | 150,659 19                 |
| 1888-89..... | 126,629 33                 |
| 1889-90..... | 114,959 20                 |
| 1890-91..... | 111,437 03                 |

#### ICEBOAT MAIL SERVICE.

This service was begun on the 25th December, 1890, and was continued up to the 11th April, 1891. Six boats were engaged in the service, manned by 5 men each, making a total of 30 men. These men are divided; 15 of them having charge of 3 boats, and a like number of the other 3 boats. There are two captains having charge of 14 men each, and the men are subdivided into boatswains, waistmen and bowmen. Three boats were under the direction of each captain, and crossings were effected alternately from Capes Tormentine and Traverse. When the weather permitted the boats which left Cape Tormentine returned to the place of starting the same day, and so with the other boats which left Cape Traverse. Seventy-seven crossings were made by one captain and his men and 75 by the others, thus making a total of 152 crossings. Mails were carried each trip and occasionally passengers. Four thousand one hundred and seventy-two bags of mail matter were taken; 126 passengers with their baggage at \$2 and 27 at \$4. The quantity of baggage exceeding the regular allowance for passengers, was 2,066 lbs., for which carriage was paid. The schedule of rates charged for carrying passengers and baggage is as follows: passengers drawn in the boats from shore to shore, \$4; passengers who are assisted by the boat and

crews, \$2. Baggage not exceeding 40lbs. is carried free if in small valises; in excess of 40lbs. and in large trunks 40 cents per cubic foot is charged. The earnings, irrespective of carrying mails amounted, to \$421.98, and the cost of maintaining the service for the fiscal year \$7,026.89. The chief importance of the service is in connection with the carrying of mails to and from Prince Edward Island and for this purpose the Department did not spare any effort or expense to secure the delivery of a daily mail when the weather would admit. Daily reports to the Department were made by the Agent at Charlottetown as to the movements of the boats.

Since the close of the season 6 new boats have been built to take the place of the old ones. Tenders were invited in June last for the construction of them, and the contract was awarded to Mr. Joseph Rogers whose tender was the lowest, being \$58 for each boat complete, except painting and tinning. The boats were built according to specification, which required them to be 19 feet 6 inches in length, 5 feet 6 inches in breadth and 1 foot 6 inches in depth. The material is of the lightest kind consistent with strength and durability. The model is of the same as that in use for years past and which experience and experiment have proved to be the best adapted for such service. The boats are capacious, safe in water, can be easily propelled by oars, are easily pulled up on the ice hummocks owing to the construction of the stem and can be drawn upon the smooth ice with ease, being fitted with runners like those of a sleigh, which are fastened to the bottom and shod with steel. Each boat is supplied with 4 oars and 5 boat-hooks. Five leather straps are fastened to the gunwale on each side, and when used are thrown diagonally over the shoulder to assist in drawing the boats and for safety when crossing broken ice and lolly.

A boathouse has been built on each shore for the protection of the boats and which the crews and passengers make the points of starting and arrival. Teams have been employed to convey the boats, mails and passengers, from the boathouses to the edge of the shore ice, and from the place of landing on the shore ice to the boathouses. This work was done by contract at so much per trip, and cost for the season of 1890-91 the sum of \$899.25. An extension was made to the boathouse at Cape Traverse and a look-out tower placed on the roof; this work was done by contract and cost \$185,

With a view of making this service still more efficient the Department instructed Mr. C. A. Hutchins, inspector of lights for Nova Scotia, to visit the iceboat station at Cape Tormentine and report upon the discipline and state of the staff. The question of reorganizing the staff has been carefully considered by the Department, and as a result fifteen men residing at Cape Tormentine will be employed in future, when required, as boats' crews for that station, and fifteen residing on Prince Edward Island for the Cape Traverse station. It is proposed to move the iceboat station from Money Point, N.B. where it now is, to the railway wharf at Cape Tormentine, about three miles distant, and erect a new boathouse there to accommodate both the iceboats and the lifeboat which it is intended to establish for active service at that place.

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HARBOUR POLICE.

The last annual report referred to the permanent disbanding of the Harbour Police Force at Montreal in 1889. The inspector of the force and agent of the Marine Department at Montreal, Mr. St. A. Ormond, was placed on the retired list with a pension of \$308 per annum, and Mr. George Murphy, chief constable, with a pension of \$263.04 per annum. A retiring allowance was also paid to the men who had served ten years and upwards; the amount paid to each one being regulated by the length of service. The total amount of the gratuities paid was \$3,367.70, of which the sum of \$573.80 was paid during the fiscal year ending 30th June last. The building that was occupied by the force as a station and for the steamboat inspector's office was leased till the 1st of May, 1893, at a rental of \$600 per annum. This lease was transferred to the Department of Agriculture from the Department of Marine and all liability in connection with the payment of rent, etc., was assumed by the Department of Agriculture.

The force at Quebec, which is under the charge of Mr. J. U. Gregory, agent of the Department, consisted, during the past season, of one chief constable at \$2.15 per diem, four coxwains at \$1.65 per diem, twelve constables at \$1.25 and one steamboat engineer at \$1.40 per diem. In addition to this the sum of 25 cents per diem, good conduct money, was allowed each of the above men at the end of the season. On the 1st of May the men were sworn in and on the 14th November, the constables were paid off and the duties for the rest of the season were performed by the officers and engineer. These officers were disbanded on the 30th November with the exception of the engineer, who was retained for the purpose of cleaning and laying up the engine of the police steamer "Dolphin." The "Dolphin" is employed solely for harbour police purposes in the port of Quebec and patrols the harbour at least twice a day, during the season. She was placed safely in winter quarters by men of the force before they were disbanded.

The report of the Agent as to the efficiency and work of the force during the past season appears as an appendix to this report. It will be seen by reference thereto that the efforts of the police have been directed towards the suppression of crimping and desertion. It will be seen also that 29 arrests were made for offences of one kind and another and that a number of vessels were boarded by the policemen for the purpose of searching for deserters. The force is governed by rules and regulations which have been prepared by the Department, and daily reports have been made to Ottawa.

The total amount expended in connection with the maintenance of the force at Quebec for the fiscal year ended 30th June, 1891, was \$7,299.85, while the dues collected at the same port amounted to \$7,649.19. The total expenditure in connection with the Harbour Police, including the sum of \$573.80 for gratuities paid to the men formerly belonging to the Montreal Harbour Police, amounted to \$7,873.65, an excess over the receipts of \$224.46. Included in the total expenditure is the sum of \$250 expended in connection with the steam launch "Dolphin."

The receipts and expenditure on account of this service during the past 22 years are as follows, viz.:—

|  |    |            | Receipts.           | Expenditure.        |
|--|----|------------|---------------------|---------------------|
| For fiscal year ended 30th June, 1870..... |    |            | \$ 23,996 68        | \$ 18,461 83        |
| do   | do | 1871.....  | 21,235 06           | 17,400 73           |
| do   | do | 1872.....  | 27,215 80           | 20,348 00           |
| do   | do | 1873.....  | 26,618 50           | 32,653 87           |
| do   | do | 1874.....  | 28,650 39           | 38,897 52           |
| do   | do | 1875.....  | 25,620 09           | 37,895 00           |
| do   | do | 1876.....  | 26,499 09           | 41,222 68           |
| do   | do | 1877.....  | 28,598 10           | 35,006 37           |
| do   | do | 1878.....  | 26,702 43           | 37,560 14           |
| do   | do | 1879.....  | 21,464 97           | 38,486 50           |
| do   | do | 1880.....  | 21,510 15           | 35,225 54           |
| do   | do | 1881.....  | 27,375 09           | 35,451 07           |
| do   | do | 1882 ..... | 21,420 33           | 42,316 56           |
| do   | do | 1883.....  | 28,060 02           | 38,318 65           |
| do   | do | 1884.....  | 28,497 25           | 41,980 72           |
| do   | do | 1885.....  | 20,698 79           | 38,082 92           |
| do   | do | 1886.....  | 24,089 97           | 43,916 57           |
| do   | do | 1887.....  | 22,934 49           | 40,340 12           |
| do   | do | 1888.....  | 21,072 73           | 37,279 52           |
| do   | do | 1889.....  | 19,688 27           | 31,647 50           |
| do   | do | 1890.....  | 17,816 95           | 21,787 61           |
| do   | do | 1891.....  | 7,649 19            | 7,873 65            |
|  |    |            | <u>\$517,414 34</u> | <u>\$732,153 07</u> |
| Deduct receipts from expenditure.....      |    |            | ...                 | <u>517,414 34</u>   |
| Excess of expenditure over receipts.....   |    |            |                     | <u>\$214,738 73</u> |

The men of the force at Quebec were supplied with uniform suits of serge and cloth; also a cap and hat and boots for each man. Tenders were invited from different local firms to supply the above clothing and the contract was awarded Messrs. Foley & Co., as their tender was the lowest. The total cost of suits, caps and boots was \$836.20, which amount will appear in the expenditure of the next fiscal year. Overcoats were supplied in 1890 at a cost of \$380.00. The clothing is not furnished annually but as necessity arises.

As vessels bound to Montreal do not pay River Police dues at Quebec, these dues being paid only by vessels remaining in Quebec to discharge or load cargoes, it has been suggested that the vessels remaining in Quebec should not be taxed for this service, when vessels proceeding to Montreal are free. From enquiries made by the Department, it appears that the owners of many of the vessels frequenting Quebec, would be pleased if this tax was abolished, as they do not consider they derive sufficient benefit from the River Police Force to compensate them for the amount of dues paid, which are at the rate of three cents per ton, not exceeding two payments a year.

There is a strong feeling among steamboat owners and agents of vessels trading to the Saint Lawrence, that the Government dues collected for River Police services

and sick mariners should be abolished altogether and let the owners of vessels attend to the requirements of their crews.

#### SICK AND DISTRESSED MARINERS.

Under the provisions of Chapter 76, Revised Statutes, a duty of two cents per ton register is levied on every vessel arriving in any port in the Provinces of Quebec, Nova Scotia, New Brunswick, Prince Edward Island and British Columbia, the money thus collected forming "The Sick Mariners Fund." Vessels of the burden of 100 tons and less, pay the duty once in each calendar year, and vessels of more than 100 tons three times in each year.

By an Amendment to this Act passed at the Session of Parliament in 1886, 50-51 Vic., chap. 40, it is provided that no vessel which is not registered in Canada and which is employed exclusively in fishing or on a fishing voyage, shall be subject to the payment of this duty.

The receipts for the fiscal year ended 30th June last amounted to \$43,830.98 being a decrease of \$4,050.77 as compared with the preceding year. The decrease in receipts of sick Mariners dues in the various Provinces was as follows: Quebec, \$2,650; Nova Scotia, \$1,560.58; New Brunswick, \$1,173.02; Prince Edward Island, \$20.40; whilst there was an increase in British Columbia, of \$1,353.40.

The Sick Mariners' Act does not apply to the Province of Ontario, and consequently no dues are collected from vessels in that Province, although a small expenditure is incurred on account of sick seamen. For a number of years past a grant of \$500 has been made by Parliament to the General Hospital at Kingston, and a similar amount to the General Hospital at St. Catharines for the care of such seamen as may receive medical attendance in them. During the fiscal year ending June 30th sick seamen were paid for at a per diem rate of 90 cents, but the amount paid to each Hospital did not exceed the parliamentary grant, viz: \$500.

In the Province of Quebec the expenditure on account of sick seamen amounted to \$7,216.45. By reference to last year's report it will be seen that the sum of \$15,521.75 was expended, but in this sum is included the cost of maintenance of the Marine and Immigrant Hospital at the port of Quebec. As this hospital was closed, in accordance with an Order in Council of the 4th February, 1890, nothing was expended for sick seamen in connection with it, during the fiscal year, however, \$751.75 was paid for watching and keeping the premises from injury. The total collections for the entire Province amounted to \$12,945.02, being \$2,650.77 less than the previous year.

At the port of Montreal sick seamen are cared for at the General Hospital and at Notre Dame Hospital, under an arrangement made by the department, by which 90 cents per diem is paid for board and medical attendance of each seaman. The amount paid the Montreal General Hospital during the fiscal year where 114 men were admitted, was \$1,200.50 and the amount paid Notre Dame Hospital, was \$1,286.10 for treatment of 112 men. The sick mariners' dues collected at the port of Montreal during the same period amounted to \$3,631.20.

The Sick Mariner's dues collected at the port of Quebec during the last fiscal year amounted to \$7,107.40, being \$2,177.10 less than the previous year. At this



port sick seamen are cared for at the Jeffery Hale and the Hotel Dieu hospitals, the sum of 90 cents per diem for each man is allowed in return for medical attendance and board. The sum paid the Jeffery Hale hospital was \$2,812.80 where 225 men received treatment, and \$1,695.70 was paid the Hotel Dieu hospital where 35 men were admitted.

As stated above, the Marine and Immigrant hospital at Quebec was closed on the 4th February, 1890, by Order in Council. The same Order in Council directed that the use of the building and everything belonging to it, including furniture, medicines, &c., be offered to the Government of the Province of Quebec, free of rent or charge on the following conditions, viz., that sick seamen entitled to medical care and board be received on the same terms as at other public hospitals in Quebec and other ports; that the house physician be retained with emoluments similar to those received from the Department: that the building shall remain the property of the Dominion Government, with power to resume the use of it, if required, after due notice: that the Provincial Government shall be responsible for keeping the building and grounds in repair and good order and that all taxes and rates after transfer, be defrayed by the Provincial Government and that the building be kept insured. This offer was not accepted by the Government of the Province of Quebec owing to the fact that it was not within the attribute of the Province of Quebec to maintain hospitals.

On the 8th May, 1890, another Order in Council was passed containing the same offer to the City Council of Quebec, on the same conditions. The offer was considered by the City Council and a request was made to the Department to alter the conditions and that the Dominion Government bear the expense of keeping the buildings, &c. in repair. The Department replied, stating that the request could not be complied with and intimated on the 22nd of October that the offer would be withdrawn if not accepted within ten days. An extension of time for further consideration was asked for by the corporation which request was acceded to by the Department. On the 22nd January, 1891, an Order in Council was passed accepting certain conditions specified in a resolution of the City Council of Quebec relating to the transfer and referring the matter to the Department of Justice in order that a proper agreement be prepared for execution.

On the 12th February, 1891, the Mayor of the City of Quebec opened the Marine Hospital on his own responsibility to receive the dead bodies and wounded of the employees of a worsted factory in the vicinity in which there had been an explosion. The agreement above referred to was duly prepared and submitted to the City Council of Quebec. The City Council requested that certain changes be made in the terms. Some of these changes were assented to but it was deemed inexpedient to assent to others of them. As there was much delay and the agreement was not executed on the 7th May, the Department informed the City Council that the offer would be withdrawn on the 20th of May unless a settlement was previously arranged. On the 27th May the Mayor of Quebec enclosed a resolution of the City Council insisting upon changes in the terms. The Department could not fully accept these changes and the Mayor was informed accordingly on the 1st June. On the 8th July the City Council was notified that the offer would be finally withdrawn on the 11th. As no answer was received the City Council was duly notified of the fact that the offer had been withdrawn.

An Order in Council, dated 25th August, authorized the sale of the said Marine Hospital and its appurtenances by private sale or public auction, or by inviting tenders, as might be deemed most advantageous in the public interests.

In accordance with this Order in Council, public notices were printed on the 18th of September, 1891, inviting tenders up to the 15th of October, 1891, "for the purchase of the Marine Hospital property at Quebec." In addition to this, advertisements appeared in several newspapers. Tenders were also invited for the furniture and effects. Two tenders were received, the highest offer being \$52,000 for the Marine Hospital property, and \$2,000 additional for the furniture, etc., by the Rev. B. Bernier, on behalf of the Asylum of the Good Shepherd of Quebec. This tender was received on the 13th October, 1891, and on the 24th of the same month, an Order in Council passed accepting the tender of the Asylum of the Good Shepherd and the Rev. B. Bernier was accordingly notified by the Department that his offer was accepted, subject to satisfactory arrangements for payment. The terms of payment were ten per cent. of the purchase money of the property at the time of notification of acceptance of the tender and the balance in annual payments of ten per cent. of the price with interest at six per cent. per annum from the date of the deed; the property to be insured and the policy of insurance to be made out in the name of the Minister of Marine and deposited in the Department; also, deed of sale to be made out on these terms and a mortgage taken on the property from the owners. A cheque for \$5,200 was received on the 2nd of November, 1891, from the purchasers of the property, being the first payment on account. The sum of \$2,000 was also received from the Attorney of the Asylum of the Good Shepherd, on the 9th of the same month being payment in full for the furniture and other effects belonging to the Marine Hospital, which effects were delivered to the purchasers when the money was paid. On the 12th of December, 1891, the premises were taken possession of by the purchasers who exhibited receipts for insurance premiums paid on the sum of \$30,000.

The expenditure on account of sick seamen in the Province of New Brunswick for the fiscal year amounted to \$6,185.75, or \$1,383.03 less than the preceding year and the collection of dues to \$8,899.48 or \$1,173.02 less than the previous year. Marine Hospitals have been maintained at the Ports of St. John, St. Andrews, Miramichi, Richibucto, Bathurst and Sackville.

The collection of dues at the Port of St. John amounted to \$5,027.74, or \$108.02 less than the previous year, and the cost of maintaining the Marine Hospital \$2,931.63, or \$517.63 less than the year preceding. The Medical Superintendent at St. John has reported that 205 seamen were admitted during the year ending 30th June, 1891: 192 of this number were discharged, 5 died and 8 were still in the hospital on the 1st of July.

The Agent of the Department at St. John enclosed a report upon repairs said to be necessary to place the building in good condition for hospital purposes. A new barn is required, also a fumigating room, dead-house and vegetable cellar at an estimated cost of \$2,700. The stone wall which partly surrounds the building requires repairs, as does also the fence; the estimated cost being \$1,000. Articles of furniture and bedclothing need replacing in order to make the Hospital comfortable

and suitable for patients. The cost of repairs to the Hospital, water rates and fuel are all defrayed by the Public Works Department and appear in their accounts.

The Matron of the Marine Hospital at St. Andrew's was informed on the 17th of November, 1890, that in consideration of the small number of seamen treated at the Hospital, the Department would no longer continue to pay a salary, but if she wished to live in the building and keep it in repair she might do so, and that sick Mariners requiring treatment at that port would be sent to the Hospital and board paid for at a rate of \$3 per week. The Hospital has, since the 29th of November, 1890, been kept by the former Matron on the above conditions. The sum of \$52.65 was paid for board during the fiscal year; \$71.40 for repairs; \$49.94 for fuel, and \$100 for doctor's salary; total, \$273.99. The collection of dues for this Port amounted to \$142.58. Seven seamen received medical attendance.

The Sackville Marine Hospital buildings are in a dilapidated state and can only be suitably repaired and made complete for a Hospital at a large outlay. The number of sick seamen annually treated at the port does not justify any large expenditure for repairs on the building. The Department has accordingly considered it in the public interest to close the Hospital. With this in view, the Matron was notified that after the 31st of December, 1891, her allowance for salary would cease. The expenditure at the Port of Sackville in connection with the Marine Hospital, was as follows:—Doctor's salary, \$100; Keeper's salary, \$150; board and medicine, \$56.85, making a total of \$306.85, for which nine seamen received treatment. The receipts at this port amounted to \$313.94.

The treatment of seamen at the hospital will be discontinued and arrangements will hereafter be made to board sick seamen at suitable boarding-houses in Sackville, where medical attendance will be given. The Marine Hospital at Sackville is upwards of 3 miles from the town.

The building and grounds have been offered for sale, and several individuals have been in communication with the Department respecting the price. Up to the present time no adequate offer has been received. The original cost was \$3,200; the land attached being seven acres in extent. As no reasonable offer had been made for this property an agreement has been entered into with Mr. Bradford Carter to lease the building and its appurtenances, for three years at a nominal rental of one dollar per annum, on condition that he keep the buildings and fences in good repair, and that the premises be vacated, if required by the Department, at any time. As stated above, sick seamen will in future be boarded and receive medical treatment at boarding houses in the Town of Sackville, but if the Hospital should at any time be required for sick seamen, with infectious or contagious diseases, the Department will resume possession of it.

The Medical attendant at the Miramichi Hospital reports that forty-nine seamen were admitted to the Hospital and fourteen attended either on board vessel or at his office, making a total of 63. The Doctor's salary is \$400; the Keeper's salary \$200, and the total expenditure at this Hospital including cost of medicine, fuel and boarding sick seamen, was \$1,236.26 for the fiscal year. The collection of dues in Miramichi amounted to \$1,228.28. Repairs were made to the Hospital in September last at a cost of \$181.85, which sum will also appear in the expenditure of the next fiscal year.

The expenditure in connection with the Richibucto Marine Hospital for the fiscal year was as follows; Doctors salary \$200, Keepers salary \$150, board of seamen, etc. \$36.98, total \$386.98. Eight sick seamen were admitted to this Hospital.

The Bathurst Marine Hospital was maintained as follows; \$150 for Medical Superintendent's salary, \$183.80 for board of sick seamen and repairs, total \$333.80. Eleven sick seamen were admitted, and the keeper received a rate of \$3 per week for boarding these men. The receipts at the port of Bathurst for Sick Mariners dues amounted to \$203.36.

In the Province of Nova Scotia, Marine Hospitals are maintained at the ports of Yarmouth, Pictou, Sydney, Lunenburg and Point Tupper. At Halifax provision is made for the care of sick seamen at the Victoria General Hospital; under arrangements made with the Managers, by which the sum of 90 cents per diem is allowed for board and medical attendance of each seaman. The sum of \$6,627.60 was collected at Halifax as sick mariners dues during the past fiscal year and the sum paid the Victoria General Hospital for board, attendance and funeral expenses was \$5,726.85. The number of seamen admitted to the Hospital was 306 for the Port of Halifax and outports. The total expenditure on account of sick seamen in the Province of Nova Scotia for the fiscal year amounted to \$11,847.65 and the receipts to \$15,389.24.

The Marine Hospital at Yarmouth is located on Bunkers Island. The expenditure for the year in connection with this Hospital in detail was, \$150.00 Medical Superintendents salary; repairs \$128.77; bed clothes \$47.30 and Keepers account for board of sick seamen at \$3 per week and other expenses \$86.39 making a total of \$422.96. Seven men received medical treatment. The collection of dues at Yarmouth was \$428.32. The Medical Superintendent has reported that the building is too small to afford proper accommodation for patients, in accordance with the Superintendent's recommendation the Department is now considering the matter of building an addition to the Hospital, for the purpose of providing a new ward room.

The Pictou Marine Hospital is situated in the town of Pictou. The Medical Superintendent receives a salary of \$400 per annum and the Keeper a salary of \$200 per annum. The Superintendent and Keeper received three quarter's salary during the fiscal year ended 30th June; the expenditure was therefore on account of salaries, \$450; for board of seamen at \$3 per week, to the Keeper \$378.44, total for fiscal year \$828.44 while 19 seamen received treatment. The collection of dues at Pictou amounted to \$511.90.

At Sydney Marine Hospital the Medical Superintendent receives a salary of \$300 per annum and the Keeper a salary of \$250 in addition to \$3 per week for the boarding of sick seamen. The total expenditure at this Hospital for the fiscal year including funeral expenses, \$15, repairs \$16.61, was \$844.43. Eighty-five seamen entered the Hospital, some of whom were taken from the port of North Sydney where there is also a Medical Superintendent. The sick mariners' dues collected at Sydney amounted to \$2,821.46.

At Lunenburg there is also a Medical Superintendent for the Marine Hospital who receives \$150 per annum and a keeper whose salary is \$150 besides the rate of \$3 per week for board of sick seamen. The total expenditure in connection with

this hospital for the fiscal year including repairs, fuel and medicines amounted to \$701.20 while 21 seamen were admitted. The collection of dues at the port amounted to \$395.42.

At Point Tupper Marine Hospital, Port Hawkesbury, the Medical Superintendent receives a salary of \$100 per annum, the keeper a salary of \$144. The total expenditure at this hospital for the fiscal year was \$322.89 and the number of seamen admitted was 13, while the dues received at Port Hawkesbury amounted to \$96.28.

In the Province of Prince Edward Island the expenditure on account of sick and disabled seamen for the last fiscal year amounted to \$1392.92, and the receipts on account of sick seamen to \$447.56. Sick seamen are cared for at the Charlottetown and Prince Edward Island Hospitals under arrangements made with the managers of these institutions at the same rate as is paid to the public hospitals in other parts of the Dominion.

The Prince Edward Island Hospital admitted two sick seamen at 90 cents per diem and received the sum of \$115.20 for medical attendance and board. At the Charlottetown Hospital 9 men were admitted and the sum of \$211.50 was paid.

There is a Marine Hospital at Souris, Prince Edward Island. This hospital was built by the Public Works Department in 1876 and with the land, cost \$4,685.62. The foundation was made of posts with planks nailed to them to prevent the earth from falling into the cellar. This foundation soon decayed in places and the earth fell into the cellar. The building thus became useless for a hospital and uninhabitable in the winter. Although the building is a substantial wooden building yet the department deemed it in the public interest to offer the land and building for sale by public tender rather than incur the expense of putting in a stone foundation. Tenders were accordingly invited on the 26th November last, for the purchase of the property, up to the 30th of December next. Public notices have been posted in conspicuous places and advertisements have appeared in the newspapers of Prince Edward Island.

In the Province of British Columbia the sum of \$3,422.62 was expended for sick seamen while the receipts from collections of dues amounted to \$6,149.68.

The Marine Hospital at Victoria has in attendance a Medical Superintendent with a salary of \$300.00 per annum, a keeper whose salary is \$500.00 per annum; he is also allowed a rate of \$5 per week for board and attendance of each seaman. The keeper procures fuel, lights, bedding, etc., at his own cost. The expenditure at this Hospital for the fiscal year was \$1,750.33, including salaries and keeper's allowance; fifty six men received medical attendance and board. The sick Mariners dues collected at the Port of Victoria amounted to \$1,382.64. The Agent at British Columbia in his Annual Report states that repairs to the Hospital at Victoria are necessary, and a report recommending in detail what the repairs should be was made by the Chief Engineer of the Department on his return from British Columbia in May last. The Public Works Department has been notified of the needed repairs and informed this Department that provision will be made in the estimates to be laid before Parliament next Session.

At ports where no hospitals are established in the Provinces of Quebec, Nova Scotia, New Brunswick, British Columbia and Prince Edward Island, sick seamen are cared for under direction of the Chief Officer of Customs, if the vessels to which the seamen belong paid dues according to law. By reference to the Departmental Report of last year it will be seen that it was formerly contended that a sick seaman was not entitled to relief at any other port than the one where his vessel paid dues. An opinion was requested from the Justice Department on this subject and a reply was received expressing the opinion that the construction of the clause relating to treatment of sick seamen, in the Sick and Distressed Mariners Act, is doubtful. A circular to collectors of Customs was therefore issued 7th February, 1891, permitting sick seamen to be attended at the port of arrival of a vessel, pending further legislation, provided that the regular dues were previously paid at some port.

During the fiscal year the sum of \$3,839.98 was expended for shipwrecked and destitute seamen under the provisions of the Sick and Distressed Mariners Act. The above amount was appropriated from the fund arising from the collection of Sick Mariners dues and was paid for seamen belonging to the different Provinces as follows; Quebec, \$247.12; Nova Scotia, \$910.30; New Brunswick, \$116.69; Prince Edward Island, \$51.83 and general account \$39.52. A sum was also paid Her Majesty's Imperial Government to reimburse expenses incurred in caring for shipwrecked and distressed Canadian seamen in foreign ports, amounting to \$2,474.52 making the total expenditure of \$3,839.98 for distressed and shipwrecked seamen.

The total expenditure by this Department on account of sick and disabled seamen during the fiscal year amounted to \$31,315.14 and for distressed and shipwrecked seamen, \$3,839.98 making a total expenditure from the Sick Mariners fund of \$35,155.12, being \$6,573.99 less than the sum expended the preceding year and \$3,494.88 less than the amount appropriated by Parliament for the service. The dues collected amounted to \$43,829.68 or \$4,052.07 less than the preceding year. It will be seen that the receipts exceeded the expenditure \$8,674.56.

The receipts and expenditure in connection with this service during the preceding 23 fiscal years are as follows:—

|  |  |  | Receipts.   | Expenditure. |
|--|--|--|-------------|--------------|
| For fiscal year ended 30th June, 1869..... |  |  | \$31,353 78 | \$26,987 64  |
| do do 1870.....                            |  |  | 31,410 46   | 27,029 34    |
| do do 1871.....                            |  |  | 29,683 41   | 28,971 22    |
| do do 1872.....                            |  |  | 34,911 64   | 38,947 60    |
| do do 1873.....                            |  |  | 37,136 10   | 41,016 43    |
| do do 1874.....                            |  |  | 41,500 16   | 59,778 90    |
| do do 1875.....                            |  |  | 37,801 46   | 50,684 76    |
| do do 1876 .....                           |  |  | 41,287 66   | 48,828 49    |
| do do 1877 .....                           |  |  | 43,739 21   | 51,647 94    |
| do do 1878.....                            |  |  | 44,665 07   | 43,780 90    |
| do do 1879.....                            |  |  | 37,779 57   | 42,729 36    |
| do do 1880.....                            |  |  | 42,523 20   | 42,160 91    |
| do do 1881.....                            |  |  | 49,779 72   | 40,667 52    |
| do do 1882.....                            |  |  | 45,951 47   | 39,359 11    |
| do do 1883.....                            |  |  | 45,573 42   | 36,249 65    |

|  |  |  | Receipts.          | Expenditure.      |
|--|--|--|--------------------|-------------------|
| For fiscal year ended 30th June, 1884..... |  |  | 48,667 07          | 39,553 58         |
| do do 1885.....                            |  |  | 39,068 39          | 44,501 57         |
| do do 1886.....                            |  |  | 40,848 05          | 50,377 62         |
| do do 1887.....                            |  |  | 42,334 92          | 37,447 35         |
| do do 1888.....                            |  |  | 41,669 64          | 36,447 85         |
| do do 1889.....                            |  |  | 39,306 29          | 41,320 59         |
| do do 1890.....                            |  |  | 47,881 75          | 41,729 11         |
| do do 1891.....                            |  |  | 43,829 68          | 35,155 12         |
|  |  |  | <u>\$38,702 12</u> | <u>945,372 26</u> |
| Deduct Receipts from expenditure.....      |  |  |                    | 938,702 12        |
| Excess of Expenditure over receipts.....   |  |  |                    | <u>\$6,690 14</u> |

On the 19th May, 1891, a petition was forwarded to His Excellency the Governor General in Council from the foreign, coastwise and inland shipping interests of the Port of Montreal requesting the abolition of Harbour Police dues and Sick Mariners' dues in the ports of the Province of Quebec and the Maritime Provinces. A copy of a resolution passed by the Harbour Commissioners and a similar resolution of the Board of Trade of Montreal embodying the same request accompanied the petition. A circular dated 10th June, 1891, issued from this Department to Collectors of Customs at various ports in the Province of Quebec and the Maritime Provinces was also sent to Members of Parliament and shipping firms asking their opinions on the subject of the abolition of Sick Mariners' dues. About eighty replied to the Circular, the preponderance of opinion being in favor of continuing the collection of Sick and Distressed Mariners' dues, in the interests of seafaring men. After careful consideration of the whole subject it has not been deemed advisable to abolish the Sick Mariners' Fund as it has been found to be a means well adapted for providing relief and medical attendance for sick seamen who are disabled or become sick while engaged on board ship.

The abolition of Harbour Police dues at Montreal is dealt with under the heading of Harbour Police dues. The matter of abolishing similar dues at the port of Quebec is now under the consideration of the Government.

#### METEOROLOGICAL SERVICE.

The report of the Meteorological Service by the director, Mr. Carpmael, extending from the 1st October, 1890, to the 31st October, 1891, forms an appendix to this report. During the period referred to 12 stations in Ontario, 3 in Manitoba, 2 in the North-West Territories, 6 in British Columbia and 1 in Bermuda have been added to the list, while two ceased to report. The total number of stations in connection with the Meteorological service and the expenditure therewith at the end of the fiscal year is as follows:—Central office Toronto, \$12,636.18; ten chief stations viz: St. John, N. B., Quebec, Halifax, Montreal, Sydney, C. B., Fredericton, N. B., Regina, Woodstock, Ont., Esquimalt, B.C., and Winnipeg, Man., the expenditure in connection with these chief stations being \$8,086.46. There are also 24 telegraph stations, expenditure \$7,399.00; four reserve stations, \$775.00; fifty drum stations \$2,223.33, thirty-one special stations \$1,368.02, while for telegraphing the sum of

\$14,108.39 was expended, and for instruments, apparatus and miscellaneous expenses the sum of \$10,585.55, making a total expenditure of \$57,181.93 for Meteorological service, an excess of expenditure over last year of \$4,314.01. The appropriation was \$56,100.00. The salaries of the superintendents at chief stations range from \$400 to \$1,200 according to the importance of the station; salaries of officers at telegraph stations range from \$50 to \$400 according to the work done, for special stations from \$18 to \$120, for a number of drum stations from \$45 to \$100, while at others 50 cents for each message received is paid. The Bermuda station is maintained jointly with the Government of Bermuda. This station was established at a cost of £21 sterling, half of which amount was paid by this Department; the instruments necessary for observations were sent from Toronto to Bermuda on the 4th of July, 1890. The further sum of £10 sterling is paid by the Department towards the annual expenses of the station. An effort was made to secure the transmission of messages by the Halifax and Bermuda Cable Company free of charge, as the service is largely in the interests of shipping on the Atlantic coast, but such an arrangement could not be made. The entire cost of cable messages to Halifax and by land lines to Toronto is borne by the Dominion Government. Steps were taken to ascertain cable rates, but no definite rate could be obtained from the company till their account was furnished, when it was found full rates were charged for code messages, a charge which the Department did not anticipate. It was then decided to terminate the service with Bermuda in view of the expense, as Parliament had not provided by vote a sufficient sum to defray the annual cost of messages at the rates charged in the account. This fact was intimated to the Cable Company through its agent at Ottawa and the company finally agreed to transmit meteorological cypher messages at half rates. The superintendent at Toronto was accordingly instructed to resume the service with the Bermuda station.

Many severe storms occurred in Canada since the last report was issued and in each instance warnings were issued. From the 1st of January to the 31st October, 1891 (10 months), 669 warnings were sent out, 540 or 80.7 per cent of which were verified. Weather forecasts were supplied and published in the newspapers and at about 1,400 telegraph offices in Ontario, Quebec and the Maritime Provinces and for Manitoba and part of the North-West Territories, forecasts were first published on the 26th August, 1891.

Warnings of approaching snow storms were issued to railways and it is proposed to extend this service to Manitoba and as far west as Qu'Appelle.

Voluntary observers have continued their work in many parts of the Dominion and have rendered assistance in interesting the public in a study of our varied climate. Many more have volunteered their services and have requested to be supplied with instruments, but these requests could not be complied with as the appropriation for Meteorological service, would not admit of any increase of expenditure for instruments.

The interest taken by the general public in the information furnished by the Meteorological and Magnetic observations is steadily increasing; this is evidenced by the increased number of enquiries at the central office from legal, municipal and railway corporations as well as private individuals.



For some years past the United States Army Signal Service co-operated with the Dominion service. This co-operation will be continued under the newly formed Weather Bureau connected with the Department of Agriculture, of the United States.

Inspection of the stations formed part of the duty of the staff at the central office Toronto; the reports upon the subject of inspection show that 73 stations were visited where instruments were adjusted and put in good order. Some changes have taken place in the staff at the central office caused by the withdrawal of some and the appointment of others. Lieut. A. R. Gordon, R.N., who was Deputy Superintendent of the Meteorological services for many years, was appointed Nautical Adviser and commander of the Fisheries Protection Services by Order in Council of the 14th October last. The office of the Deputy Superintendent of the Meteorological Service has been abolished.

#### MAGNETIC OBSERVATORIES.

The annual reports of the Director of the Magnetic Observatory at Toronto and the Observatories at Quebec, Kingston, Montreal and St. John, are attached to the report on the Meteorological Service. The sum of \$4,275.17 was expended on the magnetic observatory at Toronto, and \$500 for each of the observatories at Kingston and Montreal. The total expenditure on account of the Meteorological and Observatory Services for the past fiscal year amounted to \$62,457.10.

#### DETERMINATION OF THE TRUE LONGITUDE OF MONTREAL.

The accurate determination of longitude is a matter of very great importance, and is necessary for the construction of reliable hydrographic and other charts. Our knowledge of the positions of all points in Canada have hitherto depended on the longitude determinations made by the Government of the United States and Harvard College Observatory. The McGill College authorities have, for some time, entertained serious doubts respecting the longitude of Montreal, as determined in the past, and as better means for transatlantic determinations are now available than at the time when the American work was performed, it has been considered most desirable that an independent Canadian determination of longitude, should be made by direct connection of Montreal and Greenwich.

The Astronomer Royal at Greenwich and the authorities at McGill College have been in correspondence on the subject through the High Commissioner for Canada. The Board of Visitors to the Royal Observatory, Greenwich, passed a resolution stating that it "Is of opinion that the telegraphic determination of longitude is a matter of very great importance, and that necessary instrumental appliances should be obtained in order that the Royal Observatory may efficiently take part in such determination." The Admiralty accordingly set aside the sum of £350 for the instruments and £300 for the operations connected with the work. The sum of \$2,000 was also appropriated by the Parliament of Canada for the same purposes during the last session.

Mr. Hosmer, General Manager of the Canadian Pacific Railway Telegraph Company, has, on behalf of that Company, arranged for the free use of the Cable and Telegraph lines for transmission of signals and messages in connection with the work.

During the past season Prof. C. H. McLeod of McGill College Observatory Montreal, visited Canso, N.S., the Canadian terminus of the Cable and caused an observing hut to be erected at Hazel Hill. Instruments have been imported and preliminary tests in transmission of messages were made on the 7th and 14th June last between Montreal and Waterville the terminus of the cable in Ireland, and return, a distance of 8000 miles. The mean time of some one hundred trials was 1.05 seconds. In the operations of determining the longitude of Montreal it has been recommended by the Astronomer Royal that one or two English observers cross the Atlantic from England to Canada and that one or two Canadian observers cross from this side to England. All arrangements are practically completed and it is expected that observations will be commenced early next spring and continued throughout the summer.

#### TIDAL OBSERVATIONS.

The objects of Tidal Observations are two, first to make it possible to predict the time and height of high and low water on any day and any time, second, to connect therewith observations of tidal currents. It is this second object which has recently most attracted the attention of those interested in shipping within the Dominion. Many ships have run ashore and been wrecked in the darkness when the officers had supposed themselves far from shore. It has been improperly assumed that tidal currents are always connected with the direction and force of the wind and defy prediction. While this is true of surface currents, there is reason to suppose that by far the greater part of their irregularities are truly tidal and their laws may be ascertained by a proper system of observation.

All the observations on the tides which had until quite recently been worked up had been taken and reduced by methods which are now recognized as being inadequate to the solution of the problem. It was therefore decided to take observations at a number of points in the Dominion and have them reduced by modern methods. For this purpose three self recording tide gauges were imported from Scotland and sites were selected for the erection of these gauges during the season of 1891 by Mr. Carpmael, at the following places viz: St. John, N.B., Father Point, P.Q., and South West Point, Anticosti. It is proposed to keep the self recording gauges in operation for nineteen years for the purpose of ascertaining the long period tides. At other points similar observations with similar gauges will be necessary, extending over a period of three years, while at the same time, observations for a period of two months will be taken at numerous intermediate stations in order to complete the system.

Mr. Carpmael during the month of October visited certain points for the purpose of ascertaining their suitability for observing stations and has reported that it would be better to leave the establishment of some ten tide staff stations until the opening of navigation next spring. The expenditure on account of tidal observations including instruments, salaries of observers at Liscomb, and Canso, N.S., and reduction of observations at Halifax was \$1,654.96. Tide tables for the port of Halifax were distributed in 1890 for the past year and tide tables have already been distributed to Collectors of Customs along the south coast of Nova Scotia for the year 1892, free of charge.

## CLIMATOLOGY.

The Meteorological Service is divided into two branches: the first engaged in the work of utilizing the observations taken simultaneously all over the Continent and transmitted by telegraph to Toronto from whence issue storm warnings and weather predictions for Canada; the second branch is employed in the examination, classification and reduction of the observations taken by Volunteer Observers and others for statistical and climatological purposes.

The publication of the results of observations in this second division has been continued annually since the establishment of the service in 1872, but inasmuch as the matter all appears in tabular form, it is only available to those who have the full series and desire to make a special study of the question. It is now proposed to deal with the mass of accumulated observations and put them in a serviceable and readable form, covering as far as possible observations in the whole Dominion. The question of comparative climatology of the different Provinces of the Dominion with known climates of the different European countries, will be fully dealt with.

This will be the first authoritative Government publication on the climate of Canada. It will cover a period of twenty years' continuous observations. A more detailed enquiry into the local climate of each province will follow in due course.

The object of the publication is to convey climatological knowledge that will be useful for immigration purposes and to show the suitability of the climate, in various localities, for raising certain agricultural crops and for horticulture, which can now be ascertained only by experiment.

It is expected that the work will require three years to complete. An assistant of literary ability and experience, having special climatological knowledge, will be added to the staff at Toronto, to whom this work will be assigned under the direction of Mr. Carpmæl. The estimate for the necessary funds for carrying on the work will be submitted to Parliament during the coming session.

## GEORGIAN BAY SURVEY.

The report of Staff Commander Boulton, R.N., as to the operations of the survey forms an appendix to this report. The sum of \$18,000 was voted for this service last Session, making with previous votes, a total appropriation of \$174,000 for the service. This survey will probably require three years more to complete it.

The expenditure for the past fiscal year amounted to \$17,677.51, being \$291.72 less than was expended the previous year.

The yearly expenditure on account of the Georgian Bay survey has been as follows, viz:—

|                   |           |
|-------------------|-----------|
| Year 1882-83..... | \$ 77 81  |
| 1883-84.....      | 26,745 54 |
| 1884-85.....      | 20,454 68 |
| 1885-86.....      | 17,759 36 |
| 1886-87.....      | 21,592 55 |
| 1887-88.....      | 19,468 13 |
| 1888-89.....      | 17,808 46 |
| 1889-90.....      | 17,969 23 |
| 1890-91.....      | 17,677 51 |

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\$159,553 27

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**BURRARD INLET RE-SURVEY.**

In September of 1890 it was reported by the Pilotage authority of Burrard Inlet, British Columbia, that a shoal was discovered in the first Narrows of the Inlet. The Canadian Pacific Railway Company's steamer "Parthia" touched on the shoal on her voyage to China in June, 1890. The information first reached the Department through the Agent at Victoria who, considered it advisable to have soundings made in order to establish the depth of water at low tide on the shoal. He accordingly proceeded to Vancouver in the S.S. "Sir James Douglas," and had an interview with the commander of H. M. S. "Amphion," who granted the use of his steam cutter under the charge of Lieut. Barrett, R. N., which proceeded to the shoal, with Captain Gaudin of the "Sir James Douglas," and the Harbour Master on board. Captain Gaudin reported on the 5th September, 1890, that Lieutenant Barrett, R. N., took soundings on the middle ground of the first Narrows, Burrard Inlet, on that day and found 5 fathoms midway between Brockton Point and number 3 Beacon, which would make 4 fathoms low water spring tides. It was further represented to the Department that a re-survey of Burrard Inlet was necessary in view of the fact that large vessels with heavy draft of water are now entering Burrard Inlet. An Order in Council dated 4th November, 1890, recommended to Her Majesty's Government a re-survey of Burrard Inlet. Replies were received 9th December, 1890, and 5th March, 1891, agreeing with the proposal of the Dominion Government. Mr. W. J. Stewart 1st Assistant to Staff Commander Boulton was detached from the Georgian Bay survey and with two men as assistants, and necessary instruments was conveyed from Owen Sound, Ont., to Vancouver, B.C., free of charge by the Canada Pacific Railway, arriving on the 21st April. A whale-boat was loaned by the Naval Authorities at Esquimalt, B. C., in which Mr. Stewart sounded 450 miles, while 75 nautical miles of shore line were travelled on foot. The re-survey was completed on the 25th September last, and the expenditure during the fiscal year was \$1,690.12; the parliamentary grant being \$2,500. Mr. Stewart's Report will be found attached to that of Staff Commander Boulton's, which will form an Appendix to this report.

**REWARDS FOR SAVING LIFE AND LIFE-BOAT SERVICE.**

An appropriation of \$8,000 was made by Parliament for the above named service, and the sum of \$4,952.20 has been expended during the last fiscal year. In an appendix published with this report will be found a list of persons to whom rewards and testimonials have been granted by the Government of Canada and by Her Majesty's Government, and also by Foreign Governments, for humane and gallant exertions in saving life at sea, and also of rewards given for saving life on the shores of Canada.

An appendix to this report contains a statement of the life-boat stations established in the Dominion, together with particulars as to boats, crews, equipment and services rendered.

The crews of life-boats consist of a coxswain and 6 men, who all sign articles of engagement, in consideration of compensation prescribed by the Department. This compensation has hitherto been \$1.50 per man for each drill satisfactorily performed while the Coxswain, who is also the superintendent of the station, receives in addition

the sum of \$75 per annum for taking charge of the life-boat house, boat and all apparatus and is responsible to the Department for the property placed in his care. Rewards of money are also given to the crews when lives are saved through gallant exertions or the rescues have been sufficiently meritorious to deserve recognition by money rewards. Reports have been received from the superintendents of 18 stations, showing that drill had been satisfactorily performed by the crews twice a month, for seven months at each station. The crew of the life-boat at Wellington station went to the assistance of the American schooner "Owasco" of Detroit, on the 30th of August last and found that the vessel was in distress and partially disabled. No lives were saved by the life-boat crew, but as in all cases where exertions have been made to aid vessels in a storm the service counted as drill.

The life-boat crew at Blanche, N.S., rescued the captain, cook and 14 fishermen of the American schooner "Plymouth Rock," which vessel was totally wrecked on Blanche Island, N.S., on the 11th December, 1890. The sum of \$5 was paid each of the rescuers as a reward for his efforts in saving the lives of the fishermen. The Blanche life-boat crew also visited, twice, the wreck of the American schooner "Paul and Essie" on the 8th of September last: no lives, however, were saved by the life-boat crew, but the service was duly considered as drill.

The Port Stanley life-saving crew rescued the captain, mate and four seamen of the Canadian schooner "E. G. Benedict" on the 19th November last. The E. G. Benedict was stranded in the Harbour of Port Stanley and the crew was compelled to take to the rigging as a heavy sea was breaking over the vessel at the time. All hands were taken from their perilous position, with much difficulty, by the life-boat crew. The rescued men publicly acknowledged in the *St. Thomas Times* the great service rendered by the life-boat. The sum of \$5.00 each was paid to the rescuers by the Department as a reward for saving life.

The Goderich life-boat crew went to the rescue of the Canadian schooner "Bavarian" which was driven on the shoals to the north of Goderich Harbour, in the storm on the 31st of October last. The captain, mate and four seamen were saved by the life-boat; the vessel became a total wreck. On the 17th November the Goderich life-boat crew went to the assistance of the American schooner "Edward Kelly," of Monroe, Michigan, U.S. Assistance was given the exhausted men of the schooner by relieving them at the pumps and procuring provisions for them. The "Edward Kelly" was afterwards towed to Cleveland, Ohio, by a tug.

Two self-righting and self-bailing boats were taken to Sable Island in 1888, but owing to their great weight have never been used in actual service. They are not suitable, it has been found, for this station, as it is often necessary to draw the boats over a sandy beach to launch them where required. It has been deemed advisable to remove these boats to stations where they can be immediately launched into deep water and have them replaced by a Beebe open surf-boat and a Beebe McLellan self-bailing surf-boat. Tenders were accordingly invited on the 31st March last for the construction of two boats of the above description and one surf-boat waggon. The tender of E. F. Williams of Dartmouth, Nova Scotia, for \$375 and \$245 respectively, for the boats, and the tender of Messrs. DeWolfe & Co. of Halifax, offering to build the waggon at a cost of \$84.90, being the lowest, were accepted. The waggon was completed according to specification in August last. The boats are approaching

completion, some delay having been caused by the difficulty in procuring the proper description of wood, which the specification requires should be of white cedar.

One of the heavy self-righting boats at the Sable Island station was put on board the "Newfield" on her late trip to the Island and taken to Halifax. The boat will be removed to Cape Tormentine in the Strait of Northumberland when a boat-house is completed which the Department proposes to build at that point to meet the requirements of the ice-boat as well as the life-boat service.

### SIGNAL SERVICE.

The report of Mr. McHugh, Inspector of this service at Quebec, forms an appendix to this report. A statement is given in his report of the movements of ice in the Straits of Belle Isle, as noted by the signal agents at various stations. Daily reports have, for some time past, been forwarded to the Boards of Trade of Montreal, Quebec, St. John, N.B., and the Chamber of Commerce of Halifax, respecting the prevailing winds, weather and conditions and locality of ice in the spring, in the Gulf and River of St. Lawrence. The ice reports were discontinued to some of these ports as the season advanced. During the past year similar reports have been sent to North Sydney, a port of call for large vessels from European ports. In addition to this, information was telegraphed from one ice signal station to another. Vessels arriving from Europe and other vessels bound up the Gulf and St. Lawrence River are thus enabled to obtain information as to the winds, ice and weather at the localities they may have to pass. The month of April is the month in which the ice reports are found of most service, as navigation then opens. Sealing vessels are also aided very much by the messages which are forwarded from one station to another, respecting the appearance of seals.

The expenditure for the fiscal year was \$4,700, whilst the parliamentary appropriation was \$6,000.

The distances from Quebec to the different signal stations have been found by actual measurement to be slightly different from those previously published. The correct measurement, in Marine miles, will be found in the appendix published with the present report.

### REMOVAL OF OBSTRUCTIONS TO NAVIGATION.

An appropriation of \$5,000 was made by Parliament for the removal of obstructions in navigable waters, and the sum of \$3,633.65 was expended during the last fiscal year. The schooner "Susie Prescott" was sunk in the channel of the Petitcodiac River, New Brunswick, in June of 1890 and still remains, having caused no trouble. The sum of \$20 has so far been expended in marking this obstruction. The sum of \$1,858.89 was paid for the successful removal of the wrecked American schooner "Mary Birkhead" sunk at Limekiln Crossing, Detroit River, Ontario. Tenders for removing this wreck were publicly invited and the contract was given to Messrs. F. B. Hackett and A. Herminger. The wreck of the schooner "Charger," also an American vessel, sunk by collision in the Point Pelee Passage, Lake Erie, was removed in April last. Tenders were also invited by public notice and the contract was awarded to F. B. Hackett, his tender being \$1,600.

The schooner "Magnolia" was wrecked and sunk in the Annapolis River, Nova Scotia. The wreck formed an obstruction to navigation, and tenders were invited for the removal in the usual way. The tender of Timothy B. Chapman was the lowest and the contract was awarded to him. The work has been completed at a cost of \$475.

The American schooner "Foyette Brown" is sunk nine miles east of the Dummy Lighthouse, Point Pelee, Lake Erie, and is an obstruction to navigation. The wreck has been abandoned by the owner. The work of removing the vessel was begun by Mr. F. B. Hackett last fall, and will be continued next spring under an agreement to accept the wreck as compensation. The sum of \$100 has been expended in connection with this obstruction.

The "Maria Catharine," coal laden, was sunk in Mill Cove, Dartmouth, Halifax Harbour. Tenders were invited by public notice and the contract of removing the wreck was awarded to Mr. E. J. Bowes, who removed the vessel in December, 1890, at a cost of \$300.

The schooner "Fremont" which sunk at her moorings in Dartmouth Cove, Halifax Harbour, was also removed by contract, at a cost of \$300, by Mr. John Sheridan, who tendered for the work in response to a public notice inviting tenders.

The wrecked schooner "Ellen" was left by the owners on the proposed site of the public wharf at Kingston, Kent County, N.B. This wreck was removed in August last, by Messrs. G. & J. Robertson, whose tender was \$125, and this sum has been paid and will appear in the expenditure of 1891-92.

The tug "Lion" which was sunk at the entrance of Richibucto Harbour was removed by contract June, 1890, for which tenders were called. The sum of \$950 was expended during the fiscal year of 1890-91, in connection with the removal of this obstruction.

The Government hold the owners of wrecked vessels responsible for the cost of removal of them when they form an obstruction in navigable waters in Canada, under the provisions of "An Act respecting the Protection of Navigable Waters." Steps are usually taken to recover the amount expended in removing obstructions unless the owners are entirely without the means of reimbursing the Government.

Tenders have been called for the removal of the schooner A. G. Ryan," sunk off Captain John's Island, bay of Quinté, Ontario; also for the removal of the schooner "J. L. Crossley" sunk off the Gas Company's wharf in Halifax Harbour, Nova Scotia.

#### STEAMBOAT INSPECTION AND CERTIFICATES TO ENGINEERS.

The annual report of the Board of Steamboat Inspection for the year 1891, forms an appendix to this report. The statement showing certificates granted to engineers of steamboats will be published in the supplement to this report, together with a list of steam vessels inspected and steam vessels not inspected; numbers of passengers allowed to be carried in each passenger steamboat; steam vessels added to the list, and steamers lost or laid up, or rendered unfit for service during the year.

The amount received during the past fiscal year on account of tonnage dues, inspection of steamboats and certificates to engineers was \$21,644.72, of which sum \$20,890.72 was for tonnage dues and inspection fees, and \$754 for certificates to engineers. The expenditure for the fiscal year amounted to \$22,183.76, leaving a deficiency of \$539.04.

The following is a comparative statement of receipts and expenditure:

|  |  |  | Receipts.           | Expenditure.        |
|--|--|--|---------------------|---------------------|
| For fiscal year ended 30th June, 1870..... |  |  | \$ 12,521 29        | \$ 7,379 18         |
| do do 1871.....                            |  |  | 10,369 96           | 8,321 00            |
| do do 1872.....                            |  |  | 11,710 43           | 8,500 00            |
| do do 1873 .....                           |  |  | 15,412 75           | 11,205 54           |
| do do 1874.....                            |  |  | 15,603 19           | 10,291 58           |
| do do 1875.....                            |  |  | 15,011 90           | 12,199 81           |
| do do 1876.....                            |  |  | 13,811 24           | 13,081 86           |
| do do 1877.....                            |  |  | 15,858 42           | 12,073 01           |
| do do 1878.....                            |  |  | 12,431 25           | 13,228 28           |
| do do 1879.....                            |  |  | 12,331 16           | 13,076 46           |
| do do 1880.....                            |  |  | 15,424 02           | 11,854 34           |
| do do 1881.....                            |  |  | 16,905 49           | 12,211 65           |
| do do 1882.....                            |  |  | 15,277 78           | 14,835 97           |
| do do 1883.....                            |  |  | 12,577 36           | 16,209 02           |
| do do 1884.....                            |  |  | 15,371 79           | 21,893 28           |
| do do 1885.....                            |  |  | 13,343 66           | 23,235 04           |
| do do 1886.....                            |  |  | 14,087 76           | 21,775 57           |
| do do 1887.....                            |  |  | 12,701 20           | 22,837 80           |
| do do 1888.....                            |  |  | 12,550 14           | 21,430 45           |
| do do 1889.....                            |  |  | 12,576 18           | 22,313 03           |
| do do 1890.....                            |  |  | 19,859 18           | 20,989 52           |
| do do 1891.....                            |  |  | 21,644 72           | 22,183 76           |
|  |  |  | <u>\$317,381 87</u> | <u>\$342,146 15</u> |
| Deduct receipts from expenditure.....      |  |  |                     | 317,381 87          |
| Balance to debit of fund.. .....           |  |  |                     | <u>\$ 24,764 28</u> |

It will be seen by reference to the report of last year, that as Minister of Marine and Fisheries, under the authority of the Steamboat Inspection Act, you directed that the sentence of the Court of Enquiry, in the case of the loss by fire of the steamer "Quinté," in 1889, be set aside, on the ground that the sentence was unduly severe, and that the law did not provide for the suspension of an engineer's certificate, which suspension was part of the penalty for alleged negligence on the part of the engineer of the "Quinté." Some of the passengers who were injured on board the "Quinté" entered an action against the owners of the steamer for damages, and the case was tried at Picton, Ontario, Assizes in the spring of 1891. Mr. Justice Rose delivered an elaborate argument in the case, in which he found that there was no culpable negligence on the part of the owners or officers of the "Quinté."



In the matter of suspending an engineer's certificate "The Steamboat Inspection Act" was amended in May, 1890, and now reads, sub-section eight, section forty-one: "The certificate of any such engineer may be suspended or revoked by the Minister of Marine and Fisheries upon proof of negligence, unskillfulness or drunkenness, or in consequence of the finding of a coroner's inquest, and may also be suspended or revoked by the said Minister for any other cause, provided such other cause is deemed sufficient by the said Minister and is certified as such by him."

The Act was also amended in August, 1891, by adding the following paragraphs: "The expression 'passenger' means any person carried on a steamboat, other than the master and crew, and the owner, his family and servants."

"The expression 'Minister' means the Minister of Marine and Fisheries."

In the case of the prosecution of the owners of the "Edith May," of Toronto, referred to in the report of last year, it was found that the steamer had been running on the Muskoka Lake without a certificate of inspection. The case was tried before two Justices of the Peace, at Bracebridge, Ont., and resulted in the full penalty of the law being imposed, viz., \$400. This full penalty was imposed as the 10th section of the Steamboat Inspection Law does not contain any provision for a smaller penalty. It was learned that the vessel had been inspected and part of the equipment was deficient, the necessary equipment was afterwards supplied as directed by the hull inspector, but the "Edith May" began running before the final inspection was made, and therefore, did not obtain her certificate of inspection. A petition signed by the mayor of Bracebridge, the sheriff, the Crown attorney, the two justices of the peace who imposed the fine, and numerous influential residents of the District was forwarded to the Department, asking that the amount of the fine be refunded. After careful consideration of the case in which it was apparent that the letter of the law only was violated, and that the safety of passengers had been provided for, an Order was passed by the Governor General in Council on the 31st January, 1891, remitting the fine imposed on Mr. Cox, less the expenses incurred by the Government in the case, together with the amount of inspection fees and dues payable for the years 1889 and 1890.

An investigation into the cause of the collapse of the furnace of the boiler of the steamer "Lillie," of Hamilton, was held in May last by the Board of Steamboat Inspection. The Board recommended the suspension of the engineer's certificate for three months, but as no proof of negligence of the nature required by the Steamboat Inspection Act was furnished the Minister of Marine and Fisheries, the engineer's certificate was returned to him.

On the 9th April, 1891, serious damage was caused to the boiler of the SS. "Islander" of British Columbia by the alleged negligence of the third engineer of the steamer in allowing the water to become short. An investigation has been held into the case, and the matter of the suspension of the engineer's certificate is now pending.

The following list contains the names of the inspectors of boilers and machinery, and hulls and equipment of steamboats, viz.:—

| Name.                       | Position.  | Address.       |
|-----------------------------|--|----------------|
| W. J. Meneilley.....        | Chairman of the Board of Steamboat Inspection..... | Ottawa.        |
| Capt. M. P. McElhinney..... | Inspector of Hulls and Equipment.....              | do             |
| C. R. Coker.....            | do do.....   | St. John.      |
| Thos. Harbottle.....        | do do.....   | Toronto.       |
| P. D. Brunelle.....         | do do.....   | Quebec.        |
| R. Collister.....           | do do.....   | Victoria, B.C. |
| Thos. Donnelly.....         | do do.....   | Kingston.      |
| Jos. Samson.....            | Inspector of Boilers and Machinery.....            | Quebec.        |
| John Burgess.....           | do do.....   | Montreal.      |
| Douglas Stevens.....        | do do.....   | Halifax.       |
| Edward Adams.....           | do do.....   | Kingston.      |
| E. R. Abell.....            | do do (and Hulls and<br>Equipment).....            | Selkirk.       |
| Jas. Johnson.....           | Inspector of Boilers and Machinery.....            | Toronto.       |
| John Dodds.....             | do do.....   | do             |
| J. A. Thomson.....          | do do.....   | Victoria.      |
| W. L. Waring.....           | do do.....   | Halifax.       |

### CERTIFICATES TO MASTERS AND MATES FOREIGN SEA-GOING.

The report of the chairman of the Board of Examiners of Masters and Mates of sea-going ships for the year ending 30th November, 1891, will appear as an appendix to this report.

During the past twelve months, as will be seen by reference to the report in the appendix, the Board of Examiners have held meetings for the examination of candidates at the Ports of Halifax, N.S., St. John, N.B., Quebec and Yarmouth, N.S., 143 candidates presented themselves for examination at the ports named; 102 succeeded in passing, while 41 failed. Of the 102 that passed, 52 received certificates as master, and 50 as mate.

The number of candidates who have passed and obtained sea-going masters' certificates of competency since the Act went into operation, viz: 16th September, 1871, to the 30th November, 1891, is 1,791 and the amount paid for certificates at the rate of \$10 each, \$17,910. During the same period 1,204 candidates received certificates of competency as mate, and the amount paid, at the rate of \$5 each was \$6,020.

In the supplement to this report a list will be found of all who have obtained certificates of competency and service, either as master or mate from the 30th November, 1890, to the 30th November, 1891.

During the twelve months no certificates of service-foreign sea-going have been granted. The total number of certificates of service issued since the Act came into operation is 947 for the grade of master and 380 for that of mate, making a total of 1,327 certificates of service granted. The fee charged for certificates of service is at the rate of \$5 for master and \$3 for mate.

### INLAND AND COASTING CERTIFICATES.

During the 12 months ended 30th November, 1891, the number of candidates who have passed and obtained masters' certificates of service is 63 and the amount

paid for their certificates at the rate of \$4 each, was \$252. During the same period 9 candidates applied for certificates of service as mate and the amount paid at the rate of \$2 each, was \$18.

Applicants for certificates of competency as master numbered 120 and the amount paid at the rate of \$8 each, was \$960. Sixty-three applied for certificates of competency as mate, and the amount paid, at the rate of \$4 each, was \$252. The amount received for renewed certificates of competency and service was \$13 making a total of \$1,495 received from masters and mates inland and coasting certificates.

A list of certificates issued during the twelve months ended 30th November, 1891, will be found in supplement No. 1 to this report.

The total amount of fees received on account of certificates of competency and service, both sea-going and inland and coasting, during the fiscal year ended 30th June last, amounted to \$2,586 and the amount in detail expended on account of this service as will be seen by reference to appendix No. 1 to this report, was \$4,255.24. The vote for this service was \$5,000, and the sum expended to 30th June, 1891, \$4,255.24 leaving an unexpended balance of \$744.76. A list of certificates cancelled during the last twelve months will also be found in the supplement to this report.

The following statement shows the total receipts and expenditure on account of masters and mates since 1871.

|  |    |           | Expenditure.       | Receipts.          |
|--|----|-----------|--------------------|--------------------|
| For fiscal year ended 30th June, 1871..... |    |           | \$ 1,410 45        | .....              |
| do   | do | 1872..... | 4,312 07           | \$ 1,344 00        |
| do   | do | 1873..... | 6,466 18           | 4,963 00           |
| do   | do | 1874..... | 4,520 19           | 2,995 00           |
| do   | do | 1875..... | 5,696 62           | 2,715 00           |
| do   | do | 1876..... | 4,672 08           | 2,021 87           |
| do   | do | 1877..... | 4,050 00           | 1,740 50           |
| do   | do | 1878..... | 4,249 76           | 1,296 50           |
| do   | do | 1879..... | 4,250 12           | 1,334 50           |
| do   | do | 1880..... | 4,253 43           | 1,547 00           |
| do   | do | 1881..... | 3,888 41           | 1,333 50           |
| do   | do | 1882..... | 3,965 19           | 1,152 50           |
| do   | do | 1883..... | 4,021 20           | 1,314 00           |
| do   | do | 1884..... | 3,909 59           | 9,437 50           |
| do   | do | 1885..... | 4,324 15           | 2,897 00           |
| do   | do | 1886..... | 5,245 28           | 2,152 00           |
| do   | do | 1887..... | 4,855 98           | 2,172 00           |
| do   | do | 1888..... | 5,060 96           | 3,220 80           |
| do   | do | 1889..... | 4,381 04           | 2,202 00           |
| do   | do | 1890..... | 4,117 83           | 2,186 00           |
| do   | do | 1891..... | 4,255 24           | 2,586 00           |
|  |    |           | <u>\$94,905 77</u> | <u>\$50,610 67</u> |
| Receipts.....                              |    |           | 50,610 67          |                    |
| Excess of expenditure over receipts        |    |           | <u>\$44,295 10</u> |                    |

The following amendments were made to the Masters and Mates Act in August, 1891:—

"1. Section one of the Act respecting Certificats to Masters and Mates of Ships, chapter seventy-three of the Revised Statutes, is hereby amended by adding the following paragraphs thereto:—

"‘(h.) The expression ‘inland waters of Canada’ means all the rivers, lakes and other navigable waters within Canada, except salt-water bays and coasts on the sea-coast, and includes the River St. Lawrence as far seaward as a line drawn from Father Point, on the south shore, to Point Orient, on the north shore;

"‘(i.) The expression ‘minor waters of Canada’ means all inland waters of Canada other than Lakes Ontario, Erie, Huron including Georgian Bay, and Lakes Superior and Winnipeg, and includes all bays, inlets and harbours of or on the said Lakes and Bay.’

"‘7. The Minister may, subject to the proviso hereinafter made, grant to every applicant who is duly reported by any one or more of the examiners to have passed the examination satisfactorily, and to have given satisfactory evidence of his sobriety, experience, ability and general good conduct on board ship, a certificate (hereinafter called a certificate of competency), to the effect that he is competent to act as master or as first or second mate of a sea-going ship, or as master or mate of a ship trading on the inland waters of Canada, or on the minor waters of Canada, or in the coasting trade, as the case may be, and whether for sailing ships or steamships—stating, in the case of sailing ships, whether for square-rigged ships or for fore-and-aft rigged ships only, and, in the case of steamships, whether for passenger, freight, ferry or tug boats; but in every case in which the Minister has reason to believe that such report has been unduly made, he may remit the case either to the same or any other examiner or examiners, and may require a re-examination of the applicant, or a further inquiry into his testimonials and character, before granting him a certificate.’”

#### WRECKS AND CASUALTIES.

The total number of casualties to British, Canadian and foreign sea-going vessels reported to the Department as having occurred in Canadian waters, and to Canadian sea-going vessels in waters other than those of Canada during the twelve months ended 30th November, 1891, was 260, representing a tonnage of 72,360 tons register, and the amount of loss, both partial and total, to vessels and cargoes, so far as ascertained, was \$694,653.

The number of lives lost in connection with these casualties will appear in the supplement to this report.

The disasters reported to this Department as having occurred to vessels on the inland waters of Canada, and to Canadian vessels on the inland waters of America during the twelve months ended 30th November, 1891, were 14, and the tonnage involved was 11,414 tons register, and the amount of loss both partial and total to vessels and cargoes, so far as estimated, was \$44,169.

There were no lives reported as lost.

When the wreck register was closed in 1891 a number of casualties had been reported of which the Department had not sufficient particulars to enable it to publish them in the list for that year. Returns have subsequently been received for many of these casualties, and a detailed list of these will be found in the supplement to this report. These casualties have been added to those previously reported, with the result of increasing the totals for 1891.

COMPARATIVE STATEMENT of the Losses reported to the Department since 1870 :

|  |  | Casualties. | Tonnage. | Lives Lost. | Damage.    |
|--|--|-------------|----------|-------------|------------|
| For the year ending 31st December, 1870..... |  | 335         | 82,808   | 210         | \$ 901,000 |
| do do 1871.....                              |  | 274         | 81,035   | 81          | 2,100,000  |
| do do 1872.....                              |  | 290         | 99,109   | 237         | 2,507,338  |
| do do 1873.....                              |  | 350         | 99,523   | *813        | 2,844,133  |
| do do 1874.....                              |  | 308         | 106,682  | 109         | 2,029,965  |
| do do 1875.....                              |  | 286         | 99,427   | 78          | 2,468,521  |
| do do 1876.....                              |  | 452         | 153,368  | 404         | 2,942,955  |
| do do 1877.....                              |  | 468         | 177,896  | 153         | 3,952,582  |
| do do 1878.....                              |  | 414         | 161,760  | 187         | 3,445,875  |
| do do 1879.....                              |  | 533         | 198,364  | 339         | 4,119,233  |
| do do 1880.....                              |  | 445         | 179,993  | 217         | 3,820,652  |
| do do 1881.....                              |  | 440         | 210,719  | 399         | 4,982,423  |
| do do 1882.....                              |  | 451         | 193,655  | 271         | 3,138,423  |
| do do 1883.....                              |  | 366         | 158,826  | 259         | 2,029,752  |
| do do 1884.....                              |  | 324         | 119,741  | 253         | 2,965,321  |
| do do 1885.....                              |  | 346         | 144,726  | 198         | 2,753,667  |
| do do 1886.....                              |  | 377         | 150,277  | 54          | 1,950,799  |
| do do 1887.....                              |  | 335         | 149,395  | 91          | 1,662,688  |
| do do 1888.....                              |  | 319         | 105,060  | 52          | 1,126,124  |
| For 11 months ended 30th November, 1889..... |  | 268         | 110,716  | 163         | 1,554,319  |
| do 31st October, 1890.....                   |  | 242         | 78,343   | 64          | 1,194,516  |
| For 12 months ended 30th November, 1891....  |  | 260         | 72,360   | .....       | 694,653    |

\*Of this number, 545 persons were lost by the wreck of the steamship "Atlantic" on the 1st of April, 1873.

### COASTING TRADE OF CANADA.

By the provisions of chapter 83, Consolidated Statutes of Canada, being an Act respecting the coasting trade of Canada, no goods or passengers can be carried by water from one port in Canada to another except in British ships; but the Governor in Council may, from time to time, declare that the Act shall not apply to the coasting trade of such country. The Parliament of Canada was empowered to pass the Act alluded to under the provisions of the Imperial Act, 32 Vic., Chap. 11, intituled: "An Act for amending the Law relating to the Coasting Trade and Merchant Shipping in British Possessions," which came into operation in this country on its proclamation by the Governor-General on the 23rd October, 1869.

It having been ascertained that the following countries, viz., Italy, Germany, the Netherlands, Sweden and Norway, Austro-Hungary, Denmark, Belgium and the Argentine Republic, allowed British ships or vessels to participate in their coasting

trade on the same footing as their own national vessels, the ships of Italy by Order in Council of the 13th August, 1873; those of Germany by Order in Council of the 14th of May, 1874; those of the Netherlands by Order in Council of the 9th of September, 1874; those of Sweden and Norway by Order in Council of the 5th November, 1874; those of Austro-Hungary by Order in Council of the 1st June, 1876; those of Denmark by Order in Council of the 25th of January, 1877; those of Belgium by Order in Council of the 30th September, 1879; and those of the Argentine Republic by Order in Council of the 18th May, 1881, were admitted to the coasting trade of Canada.

### INSIDE SERVICE.

The following list comprises the names of officials and employes engaged in the Inside Service of the Department on the 1st December, 1891.

| Name.                  | Rank.   | Salary.          |
|------------------------|---|------------------|
|                        |   | \$ cts.          |
| Wm. Smith.....         | Deputy Minister.....  | 3,200 00         |
| John Hardie.....       | Chief Clerk.....  | 2,400 00         |
| F. Gourdeau.....       | do and Accountant.....  | 2,100 00         |
| Wm. P. Anderson.....   | Chief Engineer and General Superintendent of Lighthouses..... | 2,400 00         |
| A. R. Gordon.....      | Chief Clerk and Nautical Adviser.....                         | 2,400 00         |
| W. L. Magee.....       | First Class Clerk.....  | 1,900 00         |
| W. H. Alexander.....   | do.....   | 1,450 00         |
| M. P. McElhinney.....  | do and Nautical Adviser.....                                  | 1,450 00         |
| A. W. Owen.....        | Second Class Clerk.....                                       | 1,400 00         |
| J. B. Halkett.....     | do.....   | 1,250 00         |
| W. W. Stumbles.....    | do.....   | 1,150 00         |
| V. C. Nicholson.....   | do.....   | 1,150 00         |
| V. H. Steele.....      | do.....   | 1,150 00         |
| Wm. B. Carleton.....   | Third Class Clerk.....  | 1,000 00         |
| A. Halkett.....        | do.....   | 1,000 00         |
| J. E. McClenaghan..... | do.....   | 850 00           |
| R. Roy.....            | do.....   | 730 00           |
| A. H. Guion.....       | do.....   | 600 00           |
| W. C. Gordon.....      | do.....   | 400 00           |
| <i>Extra Clerks.</i>   |   |                  |
| M. Lamouche.....       | Extra Clerk.....  | \$2 25 per diem. |
| C. F. Cox.....         | do.....   | 4 00 do          |
| W. G. Lampey.....      | do.....   | 2 50 do          |
| B. H. Fraser.....      | do.....   | 2 25 do          |
| L. J. Burpee.....      | do.....   | 1 50 do          |
| R. G. Davis.....       | do.....   | \$400 per annum. |
| Miss Doyle.....        | do Private Secretary.....                                     | 600 do           |

### OUTSIDE SERVICE.

The number of persons employed on the Outside Service on the 1st December, 1891, was as follows:—

|   |     |
|---|-----|
| Superintendent of Lights and Light-keeper &c., in Ontario and above Montreal.....   | 156 |
| Officers of agency in city of Quebec, and Light-keepers, Fog-whistle keepers, crews of Lightships, &c., at and below Montreal, in the Province of Quebec..... | 158 |

|  |              |
|--|--------------|
| Agent, Clerk, Messenger, Superintendent of Lights, Light-keepers, Fog-whistle Keepers, Attendants at Humane Establishments, &c., in Nova Scotia..... | 197          |
| Agent, Clerk, Messenger, Superintendent of Lights, Light-keepers, Fog-whistle Keepers, &c., in New Brunswick...                                      | 103          |
| Agent and Light-keepers in Prince Edward Island.....   | 41           |
| Agent and Light-keepers in British Columbia.....   | 15           |
| Officers and crews of Dominion steamers and vessels.....   | 165          |
| Captains of lifeboats.....   | 28           |
| Inspectors of Steamboats.....  | 16           |
| Examiners of Masters and Mates, and Clerk to Chairman of Board .....   | 15           |
| Officers and servants in Marine Hospitals.....   | 41           |
| Shipping Masters.....  | 24           |
| Harbour Masters.....   | 187          |
| Officers of Observatories, Meteorological Observers, &c., receiving pay.....   | 142          |
| Receivers of Wreck.....  | 37           |
| Wharfingers .....  | 108          |
| Making a total of.....   | <u>1,434</u> |

For the previous year the number was 1,379. In addition to the 1,434 mentioned above, there are 79 Registrars of Shipping, who act under the direction and control of this Department, but are, at the same time, Collectors of Customs at the various ports of registration, and receive no salary or fees in their capacity of registrars. There are 95 measurers and surveyors of shipping at certain ports throughout the Dominion, who act as officers of this Department, and are remunerated from their fees of office, although, in addition to such office, many of them hold a position in the Customs service. Also, in addition to the above, by Orders in Council of the 21st April and 2nd December, 1874, the Chief Officer of Customs at each port in the Provinces of Quebec, Nova Scotia, New Brunswick, British Columbia and Prince Edward Island, where no separate shipping office has been established, is to be held and deemed a shipping master, is to receive the fees, make the half-yearly returns to this Department, and act in that capacity under its directions.

From the above statement it will be seen that there are 142 officers of observatories, &c., who receive pay for the performance of their duties; but in addition thereto there is a large number of meteorological observers throughout the Dominion who give their services gratuitously.

#### CORRESPONDENCE.

The correspondence has been gradually increasing from year to year. The number of letters received and registered in 1878 was 5,853 while the number received and registered in 1891 was 9,326. This does not include the applications for masters' and mates' certificates, wreck returns, returns from harbour masters, shipping masters, wharfingers, nor accounts, all of which are entered in books specially kept for the purpose. The number of letters sent from the Department during the last calendar year was about 10,000.

## MERCHANT SHIPPING.

## NUMBER AND TONNAGE OF VESSELS, LOAD LINES AND DECK CARGOES.

The total number of vessels remaining on the Register Books of the Dominion, on the 31st December, 1891, including old and new vessels, sailing vessels, steamers and barges, was 7,015, measuring 1,005,475 tons, register tonnage, being an increase of twenty-four vessels and a decrease of 19,499 tons register, as compared with 1890. The number of steamers on the registry books on the same date was 1,433, with a gross tonnage of 221,679 tons. Assuming the average value to be \$30 per ton, the value of the registered tonnage of Canada, on 31st December would be \$30,164,250.

The number of new vessels built and registered in the Dominion of Canada during the present year was 312, measuring 52,145 tons, register tonnage. Estimating the value of the new tonnage at \$45 per ton, it gives a total value of \$2,346,525 for new vessels. The number of tons of new vessels is included in the total register tonnage of 1,005,475, and in the total value of \$30,164,250.

A statement follows showing the number of vessels and number of tons on the Register Books at the different ports of registry in the Dominion, on the 31st December, along with a comparative statement of the tonnage from 1873 to 1891, both inclusive. A statement is also attached showing the number of vessels built and registered in the Dominion during the present year, and a comparative statement of the number of new vessels built and registered from 1874 to 1891, both inclusive. The number of steamers herein mentioned and their gross tonnage, differ from the number and gross tonnage stated in the report of the Chairman of the Board of Steamboat Inspection, as inspectors returns include only steamers inspected and those known to them.

STATEMENT showing Number of Vessels and Number of Tons on the Registry Books of the Dominion of Canada on 31st December, 1891.

## PROVINCE OF NOVA SCOTIA.

| Ports.               | Number<br>of<br>Vessels. | Number<br>of<br>Steamers. | Gross<br>Tonnage<br>of<br>Steamers. | Total<br>Registered<br>Tonnage. |
|----------------------|--------------------------|---------------------------|-------------------------------------|---------------------------------|
| Amherst.....         | 10                       |                           |                                     | 906                             |
| Annapolis.....       | 73                       | 3                         | 85                                  | 10,453                          |
| Arichat.....         | 126                      | 1                         | 66                                  | 5,826                           |
| Barrington.....      | 44                       | 1                         | 15                                  | 1,880                           |
| Baddeck.....         |                          |                           |                                     |                                 |
| Canso.....           | 1                        |                           |                                     | 73                              |
| Digby.....           | 165                      | 4                         | 123                                 | 11,962                          |
| Guyaboro.....        | 47                       |                           |                                     | 2,389                           |
| Halifax.....         | 817                      | 49                        | 7,372                               | 56,975                          |
| Liverpool.....       | 85                       | 3                         | 146                                 | 7,469                           |
| Lunenburg.....       | 311                      | 6                         | 409                                 | 27,153                          |
| Maitland.....        | 36                       |                           |                                     | 34,215                          |
| Pugwash.....         | 9                        |                           |                                     | 693                             |
| Parrsboro.....       | 120                      | 1                         | 12                                  | 28,058                          |
| Pictou.....          | 70                       | 12                        | 928                                 | 18,290                          |
| Port Hawkesbury..... | 66                       | 2                         | 43                                  | 2,816                           |
| Port Medway.....     | 26                       | 1                         | 45                                  | 2,092                           |
| Sydney.....          | 122                      | 9                         | 695                                 | 5,245                           |
| Shelburne.....       | 99                       | 2                         | 57                                  | 8,608                           |
| Truro.....           | 4                        |                           |                                     | 1,214                           |
| Windsor.....         | 196                      | 9                         | 1,517                               | 134,665                         |
| Weymouth.....        | 35                       | 1                         | 154                                 | 3,062                           |
| Yarmouth.....        | 316                      | 14                        | 2,325                               | 97,714                          |
| Totals.....          | 2,778                    | 118                       | 139,92                              | 461,758                         |



STATEMENT showing Number of Vessels and Number of Tons on the Registry Books  
of the Dominion of Canada on 31st December, 1891.

PROVINCE OF NEW BRUNSWICK.

| Ports.            | Number<br>of<br>Vessels. | Number<br>of<br>Steamers. | Gross<br>Tonnage<br>of<br>Steamers. | Total<br>Registered<br>Tonnage. |
|-------------------|--------------------------|---------------------------|-------------------------------------|---------------------------------|
| Chatham .....     | 195                      | 30                        | 1,416                               | 9,166                           |
| Dorchester .....  | 14                       |                           |                                     | 7,599                           |
| Moncton .....     | 17                       | 2                         | 50                                  | 2,825                           |
| Richibucto .....  | 18                       | 2                         | 107                                 | 4,275                           |
| Sackville .....   | 13                       | 2                         | 231                                 | 2,104                           |
| St. Andrews ..... | 140                      | 3                         | 45                                  | 4,062                           |
| St. John .....    | 572                      | 58                        | 7,064                               | 163,222                         |
| Total .....       | 969                      | 97                        | 8,913                               | 193,193                         |

PROVINCE OF QUEBEC.

|                     |       |     |        |         |
|---------------------|-------|-----|--------|---------|
| Amherst, M. I. .... | 30    |     |        | 1,098   |
| Gaspé .....         | 40    | 1   | 709    | 2,490   |
| Montreal .....      | 451   | 139 | 51,645 | 78,489  |
| New Carlisle .....  | 16    | 3   | 49     | 800     |
| Perce .....         | 2     |     |        | 133     |
| Quebec .....        | 865   | 124 | 21,729 | 79,320  |
| Total .....         | 1,404 | 267 | 74,132 | 162,330 |

PROVINCE OF ONTARIO.

|                      |       |     |        |         |
|----------------------|-------|-----|--------|---------|
| Amherstburg .....    | 3     |     |        | 148     |
| Belleville .....     | 14    | 7   | 499    | 862     |
| Brockville .....     | 31    | 28  | 766    | 839     |
| Bowmanville .....    | 3     |     |        | 425     |
| Collingwood .....    | 46    | 44  | 5,021  | 3,878   |
| Chippewa .....       | 3     | 2   | 263    | 153     |
| Cramahe .....        | 2     |     |        | 278     |
| Chatham .....        | 27    | 16  | 1,103  | 1,663   |
| Cobourg .....        | 6     | 2   | 51     | 472     |
| Cornwall .....       | 3     | 2   | 178    | 214     |
| Dunville .....       | 9     | 5   | 636    | 1,027   |
| Deseronto .....      | 7     | 5   | 785    | 784     |
| Goderich .....       | 39    | 20  | 867    | 1,998   |
| Hamilton .....       | 47    | 32  | 7,700  | 6,910   |
| Kingston .....       | 206   | 76  | 12,505 | 26,090  |
| Morrisburg .....     | 3     | 1   | 55     | 382     |
| Napanee .....        | 8     | 3   | 302    | 922     |
| Owen Sound .....     | 32    | 29  | 4,833  | 3,379   |
| Ottawa .....         | 196   | 100 | 12,143 | 20,529  |
| Oakville .....       | 4     |     |        | 323     |
| Prescott .....       | 28    | 14  | 627    | 3,753   |
| Port Burwell .....   | 15    | 6   | 167    | 1,411   |
| Port Arthur .....    | 6     | 6   | 382    | 259     |
| Port Dover .....     | 17    | 4   | 131    | 1,112   |
| Port Colborne .....  | 5     | 2   | 95     | 597     |
| Port Hope .....      | 64    | 38  | 3,031  | 5,788   |
| Port Rowan .....     | 7     | 1   | 168    | 895     |
| Port Stanley .....   | 11    | 9   | 1,864  | 1,482   |
| Pictou .....         | 30    | 9   | 450    | 2,779   |
| Sarnia .....         | 24    | 17  | 7,856  | 6,295   |
| Ste. Marie .....     | 15    | 13  | 538    | 590     |
| St. Catharines ..... | 123   | 54  | 9,127  | 19,895  |
| Saugeen .....        | 7     | 7   | 407    | 277     |
| Toronto .....        | 211   | 142 | 13,057 | 14,533  |
| Wallaceburg .....    | 39    | 21  | 1,458  | 2,506   |
| Windsor .....        | 54    | 26  | 5,720  | 5,466   |
| Whitby .....         |       |     |        |         |
| Total .....          | 1,345 | 741 | 92,785 | 138,914 |

STATEMENT showing the Number of Vessels and Number of Tons on the Registry Books of the Dominion of Canada, on the 31st December, 1891—*Continued.*

PROVINCE OF PRINCE EDWARD ISLAND.

| Ports.             | Number<br>of<br>Vessels. | Number<br>of<br>Steamers. | Gross<br>Tonnage<br>of<br>Steamers. | Total<br>Registered<br>Tonnage. |
|--------------------|--------------------------|---------------------------|-------------------------------------|---------------------------------|
| Charlottetown..... | 195                      | 17                        | 4,555                               | 23,316                          |

PROVINCE OF MANITOBA.

|               |    |    |       |       |
|---------------|----|----|-------|-------|
| Winnipeg..... | 78 | 51 | 5,762 | 6,197 |
|---------------|----|----|-------|-------|

PROVINCE OF BRITISH COLUMBIA.

|                      |     |       |        |        |
|----------------------|-----|-------|--------|--------|
| Victoria.....        | 157 | 83    | 13,928 | 13,238 |
| New Westminster..... | 70  | 59    | 6,719  | 5,805  |
| Vancouver.....       | 19  | ..... | 893    | 724    |
| Total.....           | 246 | 142   | 21,540 | 19,767 |

SUMMARY.

|                           |       |       |         |           |
|---------------------------|-------|-------|---------|-----------|
| New Brunswick....         | 969   | 97    | 8,913   | 193,193   |
| Nova Scotia.....          | 2,778 | 118   | 13,992  | 461,758   |
| Quebec.....               | 1,404 | 267   | 74,132  | 162,330   |
| Ontario.....              | 1,345 | 741   | 92,785  | 138,914   |
| Prince Edward Island..... | 195   | 17    | 4,555   | 23,316    |
| Manitoba.....             | 78    | 51    | 5,762   | 6,197     |
| British Columbia.....     | 246   | 142   | 21,540  | 19,767    |
| Total.....                | 7,015 | 1,433 | 221,679 | 1,006,475 |

COMPARATIVE STATEMENT showing the Number of Vessels and Number of Tons on the Registry Books of the Dominion of Canada, on the 31st December, in each Year, from 1873 to 1891, both inclusive.

| Provinces.            | 1873.    |           | 1874.    |           | 1875.    |           | 1876.    |           | 1877.    |           | 1878.    |           | 1879.    |           | 1880.    |           | 1881.    |           | 1882.    |           |
|-----------------------|----------|-----------|----------|-----------|----------|-----------|----------|-----------|----------|-----------|----------|-----------|----------|-----------|----------|-----------|----------|-----------|----------|-----------|
|                       | Vessels. | Tons.     | Vessels. | Tons.     | Vessels. | Tons.     | Vessels. | Tons.     | Vessels. | Tons.     | Vessels. | Tons.     | Vessels. | Tons.     | Vessels. | Tons.     | Vessels. | Tons.     | Vessels. | Tons.     |
| New Brunswick.        | 1,147    | 277,850   | 1,144    | 294,741   | 1,133    | 307,926   | 1,154    | 324,513   | 1,133    | 329,457   | 1,142    | 335,965   | 1,135    | 340,491   | 1,097    | 336,976   | 1,087    | 333,215   | 1,065    | 308,980   |
| Nova Scotia.          | 2,803    | 449,701   | 2,787    | 479,669   | 2,786    | 505,144   | 2,867    | 529,252   | 2,961    | 541,579   | 3,003    | 553,368   | 2,975    | 552,159   | 2,977    | 550,448   | 3,025    | 558,911   | 3,026    | 546,778   |
| Quebec.               | 1,842    | 214,083   | 1,837    | 218,946   | 1,831    | 222,965   | 1,902    | 228,562   | 1,951    | 248,399   | 1,676    | 248,349   | 1,975    | 246,025   | 1,889    | 233,341   | 1,830    | 224,936   | 1,754    | 215,804   |
| Ontario.              | 681      | 89,111    | 815      | 113,008   | 825      | 114,990   | 889      | 123,947   | 926      | 131,761   | 958      | 135,440   | 1,006    | 136,987   | 1,042    | 137,481   | 1,081    | 139,998   | 1,112    | 137,061   |
| P. E. Island.         | 280      | 38,918    | 312      | 48,368    | 335      | 50,677    | 338      | 50,692    | 342      | 55,547    | 322      | 54,250    | 298      | 49,807    | 288      | 45,931    | 273      | 45,410    | 248      | 41,684    |
| British Columbia      | 30       | 4,095     | 35       | 3,611     | 40       | 3,685     | 40       | 3,809     | 43       | 3,479     | 51       | 4,482     | 60       | 4,701     | 63       | 5,049     | 74       | 6,296     | 84       | 7,687     |
| Manitoba              | .....    | .....     | .....    | .....     | 2        | 178       | 2        | 178       | 6        | 246       | 17       | 1,161     | 22       | 1,924     | 21       | 1,992     | 24       | 2,130     | 23       | 2,783     |
| Total                 | 6,783    | 1,073,718 | 6,930    | 1,158,363 | 6,952    | 1,205,565 | 7,192    | 1,260,893 | 7,362    | 1,310,468 | 7,469    | 1,333,015 | 7,471    | 1,332,094 | 7,377    | 1,311,218 | 7,394    | 1,310,896 | 7,312    | 1,260,777 |
| Provinces.            | 1883.    |           | 1884.    |           | 1885.    |           | 1886.    |           | 1887.    |           | 1888.    |           | 1889.    |           | 1890.    |           | 1891.    |           |          |           |
|                       | 1883.    |           | 1884.    |           | 1885.    |           | 1886.    |           | 1887.    |           | 1888.    |           | 1889.    |           | 1890.    |           | 1891.    |           |          |           |
|                       | 1883.    |           | 1884.    |           | 1885.    |           | 1886.    |           | 1887.    |           | 1888.    |           | 1889.    |           | 1890.    |           | 1891.    |           |          |           |
|                       | 1883.    |           | 1884.    |           | 1885.    |           | 1886.    |           | 1887.    |           | 1888.    |           | 1889.    |           | 1890.    |           | 1891.    |           |          |           |
|                       | 1883.    |           | 1884.    |           | 1885.    |           | 1886.    |           | 1887.    |           | 1888.    |           | 1889.    |           | 1890.    |           | 1891.    |           |          |           |
|                       | 1883.    |           | 1884.    |           | 1885.    |           | 1886.    |           | 1887.    |           | 1888.    |           | 1889.    |           | 1890.    |           | 1891.    |           |          |           |
|                       | 1883.    |           | 1884.    |           | 1885.    |           | 1886.    |           | 1887.    |           | 1888.    |           | 1889.    |           | 1890.    |           | 1891.    |           |          |           |
|                       | 1883.    |           | 1884.    |           | 1885.    |           | 1886.    |           | 1887.    |           | 1888.    |           | 1889.    |           | 1890.    |           | 1891.    |           |          |           |
| New Brunswick         | 1,107    | 315,906   | 1,096    | 308,132   | 1,040    | 288,589   | 1,042    | 269,224   | 1,027    | 255,126   | 1,009    | 239,332   | 1,013    | 218,873   | 981      | 209,460   | 969      | 193,193   |          |           |
| Nova Scotia           | 3,037    | 541,715   | 2,942    | 544,048   | 2,988    | 541,832   | 2,929    | 526,921   | 2,845    | 498,878   | 2,851    | 485,709   | 2,855    | 464,431   | 2,793    | 464,194   | 2,778    | 461,758   |          |           |
| Quebec.               | 1,739    | 216,577   | 1,628    | 202,842   | 1,631    | 203,635   | 1,650    | 232,556   | 1,586    | 189,064   | 1,498    | 178,520   | 1,455    | 168,500   | 1,399    | 164,003   | 1,404    | 162,330   |          |           |
| Ontario.              | 1,133    | 140,972   | 1,184    | 142,387   | 1,223    | 144,487   | 1,248    | 140,929   | 1,275    | 139,548   | 1,330    | 139,502   | 1,352    | 141,839   | 1,312    | 138,738   | 1,345    | 138,914   |          |           |
| Prince Edward Island. | 241      | 49,446    | 234      | 39,213    | 227      | 36,040    | 225      | 30,658    | 225      | 29,031    | 218      | 26,586    | 224      | 25,506    | 231      | 26,080    | 195      | 23,316    |          |           |
| British Columbia      | 94       | 9,046     | 116      | 11,403    | 123      | 11,834    | 134      | 11,900    | 149      | 12,789    | 167      | 14,249    | 176      | 15,241    | 196      | 16,024    | 246      | 19,767    |          |           |
| Manitoba              | 24       | 2,778     | 55       | 5,722     | 63       | 5,439     | 65       | 5,578     | 71       | 5,811     | 69       | 5,744     | 77       | 6,091     | 79       | 6,475     | 78       | 6,197     |          |           |
| Total                 | 7,374    | 1,276,440 | 7,254    | 1,253,747 | 7,315    | 1,231,856 | 7,294    | 1,217,766 | 7,178    | 1,130,247 | 7,142    | 1,089,642 | 7,153    | 1,040,481 | 6,991    | 1,024,974 | 7,015    | 1,005,475 |          |           |

LIST of Ports at which Vessels may be Registered, showing the number of New Vessels Built and Registered in the Dominion of Canada during the Year ended 31st December, 1891.

## PROVINCE OF NOVA SCOTIA.

| Port.           | Number<br>of<br>Vessels. | Number<br>of<br>Steamers. | Gross Ton-<br>nage,<br>Steamers. | Total<br>Registered<br>Tonnage. |
|-----------------|--------------------------|---------------------------|----------------------------------|---------------------------------|
| Amherst.        |                          |                           |                                  |                                 |
| Annapolis       | 6                        | 1                         | 32                               | 1,015                           |
| Arichat.        |                          |                           |                                  |                                 |
| Barrington      | 2                        |                           |                                  | 104                             |
| Canso           |                          |                           |                                  |                                 |
| Digby.          | 2                        |                           |                                  | 733                             |
| Guysboro'       |                          |                           |                                  |                                 |
| Halifax.        | 13                       | 1                         | 52                               | 1,193                           |
| Liverpool       | 6                        | 1                         | 98                               | 616                             |
| Lunenburg       | 24                       |                           |                                  | 4,661                           |
| Maitland.       | 7                        |                           |                                  | 6,648                           |
| Parrsboro'      | 24                       |                           |                                  | 4,661                           |
| Pictou          | 7                        | 4                         | 593                              | 2,032                           |
| Port Medway     | 1                        |                           |                                  | 62                              |
| Port Hawkesbury | 1                        |                           |                                  | 23                              |
| Shelburne       | 6                        | 1                         | 16                               | 509                             |
| Sydney          | 4                        |                           |                                  | 127                             |
| Truro           |                          |                           |                                  |                                 |
| Weymouth        | 4                        |                           |                                  | 783                             |
| Windsor         | 15                       | 1                         | 471                              | 11,406                          |
| Yarmouth.       | 8                        | 1                         | 142                              | 955                             |
| Total           | 130                      | 10                        | 1,404                            | 35,528                          |

## PROVINCE OF QUEBEC.

|                |    |   |       |       |
|----------------|----|---|-------|-------|
| Amherst, M. I. |    |   |       |       |
| Gaspé          | 2  |   |       | 158   |
| Montreal       | 14 | 3 | 256   | 2,209 |
| New Carlisle.  | 1  |   |       | 10    |
| Percé.         |    |   |       |       |
| Quebec         | 29 | 3 | 1,140 | 1,823 |
| St. John's.    |    |   |       |       |
| Total          | 46 | 6 | 1,396 | 4,200 |

## PROVINCE OF NEW BRUNSWICK.

|              |    |   |     |       |
|--------------|----|---|-----|-------|
| Chatham      | 8  | 2 | 89  | 178   |
| Dorchester.  | 1  |   |     | 575   |
| Moncton.     | 4  |   |     | 781   |
| Richibucto.  |    |   |     |       |
| St. John.    | 28 | 2 | 132 | 4,716 |
| St. Andrews. | 1  |   | 11  | 8     |
| Sackville    | 1  |   |     | 11    |
| Total        | 43 | 4 | 232 | 6,269 |

List of Ports at which Vessels may be Registered, &c.—*Continued.*

## PROVINCE OF ONTARIO.

| Port.                | No.<br>of<br>Vessels. | No.<br>of<br>Steamers. | Gross Ton-<br>nage,<br>Steamers. | Total<br>Registered<br>Tonnage. |
|----------------------|-----------------------|------------------------|----------------------------------|---------------------------------|
| Amherstburg .....    |                       |                        |                                  |                                 |
| Brockville .....     |                       |                        |                                  |                                 |
| Belleville .....     |                       |                        |                                  |                                 |
| Bowmanville .....    |                       |                        |                                  |                                 |
| Chatham .....        | 1                     |                        |                                  | 12                              |
| Cobourg .....        |                       |                        |                                  |                                 |
| Collingwood .....    | 1                     | 1                      | 9                                | 6                               |
| Cornwall .....       |                       |                        |                                  |                                 |
| Deseronto .....      |                       |                        |                                  |                                 |
| Goderich .....       | 1                     | 1                      | 51                               | 35                              |
| Hamilton .....       | 2                     | 2                      | 5                                | 4                               |
| Kingston .....       | 7                     | 5                      | 115                              | 1,045                           |
| Owen Sound .....     |                       |                        |                                  |                                 |
| Ottawa .....         | 17                    | 7                      | 453                              | 1,125                           |
| Pictou .....         |                       |                        |                                  |                                 |
| Port Burwell .....   |                       |                        |                                  |                                 |
| Prescott .....       |                       |                        |                                  |                                 |
| Port Dover .....     | 1                     |                        |                                  | 39                              |
| Port Hope .....      | 1                     | 1                      | 266                              | 170                             |
| Port Rowan .....     |                       |                        |                                  |                                 |
| Port Stanley .....   | 2                     | 2                      | 110                              | 73                              |
| Port Arthur .....    | 2                     | 2                      | 21                               | 15                              |
| Sarnia .....         |                       |                        |                                  |                                 |
| Saugeen .....        | 1                     | 1                      | 3                                | 2                               |
| St. Marie .....      | 1                     | 1                      | 24                               | 14                              |
| St. Catharines ..... | 1                     | 1                      | 4                                | 3                               |
| Toronto .....        | 5                     | 5                      | 115                              | 78                              |
| Windsor .....        | 1                     |                        |                                  | 41                              |
| Whitby .....         |                       |                        |                                  |                                 |
| Wallaceburg .....    |                       |                        |                                  |                                 |
| Total .....          | 44                    | 29                     | 1,176                            | 2,662                           |

## PROVINCE OF PRINCE EDWARD ISLAND.

|                     |   |  |  |       |
|---------------------|---|--|--|-------|
| Charlottetown ..... | 5 |  |  | 1,000 |
|---------------------|---|--|--|-------|

## PROVINCE OF MANITOBA.

|                |   |   |     |     |
|----------------|---|---|-----|-----|
| Winnipeg ..... | 3 | 3 | 193 | 122 |
|----------------|---|---|-----|-----|

## PROVINCE OF BRITISH COLUMBIA.

|                       |    |    |       |       |
|-----------------------|----|----|-------|-------|
| Victoria .....        | 9  | 6  | 411   | 415   |
| New Westminster ..... | 20 | 20 | 2,296 | 1,529 |
| Vancouver .....       | 12 | 8  | 475   | 420   |
|                       |    |    |       |       |
| Total .....           | 41 | 34 | 3,182 | 2,364 |

## SUMMARY.

|                            |     |    |       |        |
|----------------------------|-----|----|-------|--------|
| New Brunswick .....        | 43  | 4  | 232   | 6,269  |
| Nova Scotia .....          | 130 | 10 | 1,404 | 35,528 |
| Quebec .....               | 46  | 6  | 1,396 | 4,200  |
| Ontario .....              | 44  | 29 | 1,176 | 2,662  |
| Prince Edward Island ..... | 5   |    |       | 1,000  |
| Manitoba .....             | 3   | 3  | 193   | 122    |
| British Columbia .....     | 41  | 34 | 3,182 | 2,364  |
|                            |     |    |       |        |
| Total .....                | 312 | 86 | 7,583 | 52,145 |

COMPARATIVE STATEMENT of New Vessels Built and Registered in the Dominion of Canada during the Years ended 31st December, in each year from 1874 to 1891, both inclusive.

| Provinces.  | 1874.    |         | 1875.    |         | 1876.    |         | 1877.    |         | 1878.    |         | 1879.    |        | 1880.    |        | 1881.    |        | 1882.    |        |
|---|----------|---------|----------|---------|----------|---------|----------|---------|----------|---------|----------|--------|----------|--------|----------|--------|----------|--------|
|   | Vessels. | Tons.   | Vessels. | Tons.   | Vessels. | Tons.   | Vessels. | Tons.   | Vessels. | Tons.   | Vessels. | Tons.  | Vessels. | Tons.  | Vessels. | Tons.  | Vessels. | Tons.  |
| New Brunswick   | 90       | 42,027  | 65       | 33,483  | 61       | 31,040  | 54       | 31,158  | 56       | 27,368  | 43       | 19,067 | 63       | 18,896 | 57       | 18,259 | 66       | 16,820 |
| Nova Scotia   | 175      | 84,480  | 177      | 67,106  | 194      | 58,771  | 219      | 47,980  | 166      | 49,784  | 126      | 33,208 | 126      | 31,257 | 150      | 40,465 | 117      | 26,711 |
| Quebec  | 73       | 20,796  | 103      | 22,825  | 51       | 17,800  | 62       | 19,253  | 46       | 10,570  | 29       | 7,421  | 33       | 8,219  | 56       | 5,673  | 26       | 7,785  |
| Ontario   | 50       | 10,797  | 53       | 7,760   | 47       | 5,397   | 28       | 3,316   | 30       | 2,409   | 42       | 2,464  | 44       | 3,610  | 54       | 5,111  | 55       | 4,369  |
| Prince Edward Island  | 88       | 24,634  | 83       | 19,888  | 62       | 14,571  | 62       | 17,026  | 38       | 10,382  | 20       | 5,279  | 21       | 3,359  | 15       | 4,351  | 15       | 3,508  |
| British Columbia  | 5        | 276     | 1        | 121     | 1        | 121     | 2        | 204     | 2        | 45      | 5        | 788    | 1        | 100    | 2        | 85     | 8        | 1,631  |
| Manitoba  |          |         |          |         |          |         | 3        | 48      | 1        | 15      |          |        |          |        | 2        | 116    | 1        | 289    |
| Add new vessels built in Canada which pro-<br>ceeded to the United Kingdom under a<br>Governor's pass without being regis-<br>tered | 490      | 183,010 | 480      | 151,012 | 416      | 127,700 | 430      | 118,985 | 339      | 100,873 | 265      | 74,227 | 271      | 65,441 | 336      | 74,060 | 288      | 60,113 |
| 23-And new vessels which left Quebec for<br>registration in Germany   | 6        | 7,746   |          |         | 3        | 2,721   | 2        | 1,943   | 1        | 663     |          |        |          |        |          |        | 1        | 1,029  |
| Total   | 496      | 190,756 | 480      | 151,012 | 420      | 130,901 | 432      | 120,928 | 340      | 101,506 | 265      | 74,227 | 271      | 65,441 | 336      | 74,060 | 289      | 61,142 |
| New Brunswick   | 72       | 21,103  | 46       | 12,888  | 34       | 7,736   | 34       | 4,931   | 18       | 2,909   | 32       | 2,530  | 50       | 4,792  | 35       | 5,572  | 43       | 6,269  |
| Nova Scotia   | 202      | 35,765  | 178      | 42,032  | 102      | 24,703  | 93       | 20,948  | 87       | 12,310  | 116      | 12,965 | 126      | 19,645 | 150      | 33,907 | 130      | 35,528 |
| Quebec  | 42       | 6,594   | 32       | 3,815   | 29       | 4,556   | 27       | 2,683   | 28       | 2,888   | 23       | 2,669  | 27       | 3,759  | 25       | 4,880  | 46       | 4,200  |
| Ontario   | 34       | 4,311   | 58       | 4,446   | 45       | 4,509   | 52       | 2,075   | 66       | 2,993   | 62       | 5,095  | 45       | 3,259  | 41       | 4,917  | 44       | 2,662  |
| Prince Edward Island  | 17       | 5,343   | 21       | 5,189   | 11       | 1,707   | 12       | 1,318   | 7        | 601     | 12       | 1,412  | 12       | 1,503  | 12       | 2,008  | 5        | 1,000  |
| British Columbia  | 5        | 849     | 15       | 5,675   | 6        | 648     | 8        | 154     | 9        | 376     | 18       | 448    | 12       | 840    | 15       | 876    | 15       | 2,364  |
| Manitoba  | 2        | 125     | 37       | 3,366   | 13       | 320     | 3        | 98      | 8        | 439     | 1        | 11     | 8        | 548    | 7        | 218    | 3        | 122    |
| Add new vessels built in Canada which pro-<br>ceeded to the United Kingdom under<br>a Governor's pass without being regis-<br>tered | 374      | 74,090  | 387      | 72,411  | 240      | 43,179  | 229      | 32,207  | 224      | 22,516  | 264      | 25,130 | 280      | 34,346 | 285      | 52,378 | 312      | 52,145 |
| Add new vessels which left Quebec for<br>registration in Germany  |          |         |          |         |          |         |          |         |          |         |          |        |          |        |          |        |          |        |
| Total   | 374      | 74,090  | 387      | 72,411  | 240      | 43,179  | 229      | 32,207  | 224      | 22,516  | 264      | 25,130 | 280      | 34,346 | 285      | 52,378 | 312      | 52,145 |

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LOAD-LINES.

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By reference to last year's report it will be seen that a report of a Committee of the International Marine Conference held at Washington in 1889, was published, on the subject of a uniform system of load-marks or load-lines. The conclusion of the Committee on the question is summed up in these words: "This matter is not ripe for consideration by this Conference, and that it ought to be left to the negotiations to be carried on between the Governments of the maritime nations." The Committee furthermore stated in the body of its report: "The laws of many nations contain provisos for dealing with the question of over-loading and enabling the local authorities to detain over-laden ships. But nowhere, except in Great Britain, so far as is known, have statutory rules been introduced for the purpose of ascertaining whether a ship be fit to carry a certain cargo by a load-mark or load-line."

The statutory rules referred to in the above extract from the report of the International Marine Conference Committee, were contained in the British Merchant Shipping Act of 1876, twenty-sixth and twenty-seventh sections, sub-section (2) in those sections respectively. But this Act was amended by an Act on compulsory marking of load-line passed by the Imperial Parliament on the 9th of June, 1890, and entitled: "An Act to amend the Merchant Shipping Acts relating to Load-line." Previous to the passing of the amended Act a Load-line Committee had been appointed for the purpose of framing freeboard tables, which were adopted as part of the provisions of the Act, and by which the place of marking the load-line on each vessel is determined.

The following paragraphs contain the regulations and form part of the Merchant Shipping Act, 1876, as amended by the Merchant Shipping Act of 1890:—

"(1.) The owner of every British ship (except ships under eighty tons register, employed solely in the coasting trade, ships employed solely in fishing and pleasure yachts) shall, before entering his ship outwards from any port in the United Kingdom upon any voyage for which he is required so to enter her, or if that is not practicable, as soon after as may be, mark upon each of her sides amidships, or as near thereto as practicable, in white or yellow on a dark ground, or in black on a light ground, a circular disc, twelve inches in diameter, with a horizontal line eighteen inches in length, drawn through its centre."

"(2.) The centre of this disc shall be placed at such level below the deck-line marked under the provisions of this Act as may be approved by the Board of Trade, and shall indicate the maximum load-line in salt water to which it shall be lawful to load the ship."

"(3.) He shall also, upon so entering her, insert in the form of entry delivered to the collector or other principal Officer of Customs, a statement in writing of the distance in feet and inches between the upper edge of each of the lines indicating the position of the ship's decks which is above that centre."

"(4.) If default is made in delivering this statement in the case of any ship, any Officer of Customs may refuse to enter the ship outwards."

"(5.) The master of the ship shall enter a copy of this statement in the agreement with the crew, before it is signed by any member of the crew, and no superintendent of any mercantile marine office shall proceed with the engagement of the crew until this entry is made."

"(6.) The master of the ship shall also enter a copy of this statement in the official log book."

"(7.) When a ship has been marked as by this section required, she shall be kept so marked until her next return to a port of discharge in the United Kingdom."

With respect to the marking of a load-line of British ships in the coasting trade, the following are the provisions:

"(1.) The owner of every British ship employed in the coasting trade on the coasts of the United Kingdom (except ships under eighty tons register employed solely in that trade) shall, before proceeding to sea from any port, mark upon each of her sides amidships, or as near thereto as practicable, in white or yellow on a dark ground, or in black on a light ground, a circular disc twelve inches in diameter, with a horizontal line eighteen inches in length drawn through its centre:

"(2.) The centre of the disc shall be placed at such level below the deck-line marked under the provisions of this Act as may be approved by the Board of Trade and shall indicate the maximum load-line in salt water to which it shall be lawful to load the ship."

"(3.) He shall also in every twelve months, immediately before the ship proceeds to sea, send or deliver to the Collector or other principal officer of Customs of the port of registry of the ship a statement in writing of the distance in feet and inches between the centre of the disc and the upper edge of each of the lines indicating the position of the ship's decks which is above that centre."

"(4.) The owner, before the ship proceeds to sea after any renewal or alteration of the disc, shall send or deliver to the Collector or other principal officer of Customs of the port of registry of the ship, notice in writing of such renewal or alteration, together with such statement in writing as before mentioned of the distance between the centre of the disc and the upper edge of the deck-lines."

"(5.) If default is made in sending or delivering any notice or statement required by this section to be sent or delivered, the owner shall be liable to a penalty not exceeding one hundred pounds."

"(6.) When a ship has been marked as by this section required, she shall be kept so marked until notice is given of an alteration."

"(7.) The Merchant Shipping Act, 1890, section 5, enacts as follows:—"For the purposes of the Merchant Shipping Act, 1876, as amended by this Act, the expression 'amidships' shall mean the middle of the length of the load water-line as measured from the foreside of the stem to the aft side of the stern post."

"(8.) In the regulations made by the Board of Trade, under section 2, subsection 2, of the Merchant Shipping Act, 1890, it is provided as follows:—"The master of every British ship shall, before she leaves any dock, wharf, port or harbour in the United Kingdom, *Her Majesty's possessions, or in a foreign country*, for the purpose of proceeding to sea, enter in the official log-book all the particulars stated in the certificate of approval of the position of the disc."

Under section 2, Merchant Shipping Act, 1890, regulations were made by the Board of Trade, whereby the freeboard tables of the committee appointed for determining the load-lines of merchant ships, were adopted for marking all vessels, whether registered in the United Kingdom or Her Majesty's possessions. These tables were adopted in order to secure uniformity in marking vessels and apply only to cargo-carrying vessels. The freeboards assigned under the tables are suitable for vessels of the highest class in Lloyds Register or of strength equivalent thereto, and are increased for ships of inferior strength.

Vessels under the regulations are subject to the following modifications, viz.:—

"Hardwood ships, *i. e.*, other than fir or pine, classed A (red) in Lloyds, are to have their freeboards, by the tables, increased 8 per cent."

"Hardwood ships classed Æ in Lloyds are to have their freeboards, by the tables, increased 15 per cent."

"Hardwood ships without class are to have their freeboards, by the tables, increased by 20 per cent, unless opened out for survey, when their freeboard will depend upon their condition."




"Softwood ships will require to have their coefficient of fineness modified in respect of the excess of the registered breadth caused by the extra thickness of side. That for hardwood ships is already provided for in the tables."

"Softwood ships classed A (red) in Lloyds are to have their freeboards, by the tables, increased 10 per cent."

"Softwood ships classed Æ in Lloyds are to have their freeboards increased 20 per cent."

"Softwood ships without class are to have their freeboards, by the tables, increased 25 per cent, unless opened out for survey, when the freeboard will depend upon their condition."

There is also a distinction between summer and winter freeboards, and between fresh water and salt water freeboards. Sailing vessels are to be marked under the Act and regulations by a vertical line, and two horizontal lines at right angles with the top and bottom of the vertical line, and marked respectively **F.** (freshwater)

and **W. N. A.** (winter North Atlantic), as follows: **W. N. A.**  **F.** The vertical line extends above and below the horizontal line drawn through the centre of the disc, and which horizontal line is the load-line for summer. The vertical and horizontal lines are placed 21 inches forward of the disc. "Sailing ships engaged solely in the coasting trade shall only be marked with the line indicating the maximum load-line in fresh water."

These sections took effect from the 9th December, 1890, as regards vessels registered in the United Kingdom, and provision was made in the Act for taking effect in Her Majesty's possessions from the 9th June, 1891, as regards vessels registered therein.

The scale of fees for survey and assignment of freeboard to vessels in the United Kingdom is as follows:—

|  | £ | s. | d. |
|--|---|----|----|
| For Vessels under 300 tons gross .....         | 1 | 1  | 0  |
| do of 300 tons and under 1,000 tons gross..... | 2 | 2  | 0  |
| do of 1,000 do do 2,000 do .....               | 3 | 3  | 0  |
| do of 2,000 do do 3,000 do .....               | 4 | 4  | 0  |
| do of 3,000 do do 4,000 do .....               | 5 | 5  | 0  |
| do of 4,000 and above.....                     | 6 | 6  | 0  |

Section 3 of the Merchant Shipping Act, 1890, provided for legislation in Her Majesty's possessions in the matter of fixing, marking and certifying of load-lines in these possessions, based on the principles of the Imperial Act and that enactments in the colonies would have the same effect with respect to ships registered in the colonies as if marked, &c., in pursuance of the Imperial Act.

It was quite apparent that the Imperial Act of 1890 would injuriously affect the shipping interests of the Dominion if applied to all vessels registered in Canada, and Her Majesty's Government was promptly requested by cablegram and despatch from the Governor General and Council, to suspend the operation of the Act so far as it related to Canadian vessels till a Bill could be framed and passed by the Dominion Parliament, in compliance with section 3 of the Imperial Act. A reply was received from Her Majesty's Government dated 4th May, 1891, stating that action would be deferred under section three as regards Canadian vessels till the 1st of October, 1891.

The following notice was issued on the 11th May, 1891, by the Department of Marine, viz :—

"This Department has received notice that the Imperial Board of Trade will "defer action under the Imperial Act of 1890, relating to marking of load-lines, so "far as ships registered in Canada are concerned, till 1st October next, instead of "the 9th June next, as defined in the Act referred to."

In the meantime a petition numerously signed by Canadian managing owners and ship-owners was forwarded to His Excellency the Governor General, the Senate and House of Commons; which was in substance as follows :—

"That under the Load-line Act, 1890; Canadian vessels visiting the United Kingdom will be unable to clear after June 9th, 1891, without being marked with a compulsory load-line: "

"As far as Canadian vessels are concerned there has been no such percentage of losses from overloading as to justify so stringent an enactment."

"Should, however, the Dominion Government deem it necessary to legislate in the premises it will for the following reasons be a great hardship if a load-line be enforced on the date named (June 9th, 1891:

"To fix the load-line it is necessary for a vessel to go on the dock to ascertain her moulded length and depth. This cannot yet be done as there are no surveyors appointed in the Dominion to take these particulars, etc.:"

"We therefore ask that it be arranged with the Imperial Government that no load-line be compulsorily enforced as against Canadian vessels either here or in the United Kingdom until January, 1892, but that liberty be given ship-owners to apply to have their vessels marked in the meantime by proper surveyors appointed as hereinafter mentioned: "

"Having regard to the known buoyancy of our spruce ships, and their different model, it is impossible in fairness to tie them down to rules applicable to iron and steel vessels. These rules have been prepared in the United Kingdom by the Board of Trade in conjunction with English Lloyds. Most of our wooden ships are classed in the Bureau Veritas, it will therefore be necessary to have special rules and tables framed for them."

"We therefore ask if a load-line is to be marked that it be done by surveyors, both here and in the United Kingdom (appointed by the Dominion Government) who will have a special knowledge of our wooden ships and their known large dead-weight carrying capacity, and that in addition English Lloyds, Bureau Veritas, American Record, and many other well-known classification be from time to time licensed by the Government to fix load-line on Canadian vessels classed in their books."

"That surveyors in fixing the load-line of every vessel give her credit for the freeboard she had with previous cargoes she carried in safety, and any known circumstance favorably affecting her carrying."

Strong representations were made to the Department by letters from ship-owners of light draft vessels as to the disastrous effect of the Imperial load-line regulations upon certain classes of Canadian vessels. The following extracts from a letter written by a ship-owner of St. John, N.B., presents a fair example of the opinions expressed.

\* \* \* "I am thoroughly convinced that if the rules of the British Board of Trade are adopted by our Government and applied to our shoal vessels, that the effect will be disastrous to us; for these reasons: our vessels are built of high class and fitted out especially for the River Platte and Brazil trades, and we come into competition with foreign vessels that have no load-line restrictions, and you understand that sugar shipped from most of the Brazil ports is wet sugar

in bags, the drainage on which runs from 15 per cent to 20 per cent loss on the voyage, so the custom is to put a good cargo in at the loading port, the captain will lighten his vessel by pumping part of the cargo overboard. You can see that if we are forced by our Government to mark our vessels with a load-line equal to winter North Atlantic, and then at Brazil ports only load to this mark, then on the passage to the United States or Canada, pump out one-fifth of the cargo, by the time the vessel reaches her destination she would not have much cargo on board to collect freight from, as these cargoes are payable upon the weight delivered. The result would be to throw the carrying trade of this sugar into the hands of foreign ship-owners.

"The winter freeboard on one of my vessels as determined by freeboard tables would be two feet. This vessel has carried cargo from bar ports where her draft could not exceed 11 feet 6 inches, consequently her freeboard was 35 inches she did not work so well nor prove to be so good a sea-going vessel with this freeboard as when she was loaded with 175 tons more cargo and only 12 inches of freeboard, and she has carried still more cargo with a freeboard of 9 inches in safety in a gale. Others of my vessels have been sailing for years carrying coal from Great Britain to Brazil and the River Platte and bringing back to Canada cargoes of sugar not one of them having met with accident, and yet if the rules of the Board of Trade were applied to them we would in future be compelled to give them from 9 to 12 inches more freeboard and deprive them of all the profit that is made on the voyage.

"Now while it may be necessary to have a load-line Act, yet it must not be one that will bear hardly upon our shoal draft vessels. While the rules of the Board of Trade may not work hardly upon deep ships, the same rules applied to our broad and shallow vessels would almost drive them out of existence."

A Bill was framed and introduced into the Dominion Parliament by the Minister of Marine and Fisheries under Section 3 of the Merchant Shipping Act, 1890, embracing the general principles of the Imperial Act but differing from it in two important particulars viz.: the Freeboard Tables which form part of the Board of Trade Regulations were not adopted as part of the provisions of the Bill. It was provided that the owner or master of a ship shall in every case be one of the two persons to determine the level at which the centre of the disc shall be placed below the deck-line marked under the provisions of the Bill. The Board of Trade Regulations do not permit owners or masters to assist in fixing the load-lines.

It was provided in the Bill that the maximum load-line in salt water should be determined by a surveyor of British Lloyds, French Bureau Veritas or any Port Warden appointed by the Governor in Council, assisted as above stated by the owner or master of a vessel; it was also provided that the limit of exemption from the operation of the Bill should be fixed at 150 tons and under.

The objection to the freeboard tables adopted by the Board of Trade lay in the fact that they are unsuited to Canadian wooden vessels under 600 tons. These vessels are engaged in the coasting trade on the North and South American coasts where shoal harbours exist. They are constructed with great breadth of beam, are of light draft of water, are high class and very substantially built of strong and heavy material. Shoal water being a marked feature on the coast of countries with which Canadian vessels trade as well as on the Canadian coast, vessels of shoal draft are the only class that can successfully compete with ships of other nations which have no restrictions or very limited regulations respecting load-line. It has been maintained that the freeboard tables of the Board of Trade are suited only for British ships which are of a very different character from Canadian coasting vessels, the application

of the tables would therefore, most injuriously affect the coasting trade with the United States, South America and the West Indies, a trade which ship-owners of the Maritime Provinces have laboured so strenuously to build up. It has already been shown by the letter of a ship-owner which forms part of this report that a practical application of the freeboard tables would increase the freeboard of a vessel which may be considered a fair representative of Canadian coasting vessels, from 12 inches to about 2 feet, thereby depriving the owner of the means of carrying sufficient cargo to make his vessel pay. A report to this effect was made by Lieut. A. R. Gordon, R.N., who had a conference at St. John with ship-owners and others interested in the coasting trade. It was shown that nearly 400 vessels in the port of St. John alone would be injuriously affected by the adoption of the freeboard tables of the Imperial Act.

It was also observed by the Department that foreign vessels sailing from British ports were not compelled to submit to the operations of the Load-line Act and it was likewise noticed that a foreign vessel having a load mark fixed under the Act of 1890, could load in a port of the United Kingdom until the line was submerged and then sail from that port after notifying the Imperial officers of the condition of the ship and their intention to sail. This, of course, would place any Canadian vessel marked according to the Imperial Act under a disadvantage in any British or foreign port.

The Bill introduced by the Minister of Marine and Fisheries was referred to a Select Committee of Parliament approved and passed both Houses.

As some time would elapse before the Bill could receive the Royal Assent it was deemed necessary to request Her Majesty's Government to further defer the operations of the Imperial Act so far as it affected Canadian registered vessels, till the 1st of January, 1892.

A despatch was accordingly forwarded to the Colonial Office on the 26th June, 1891, enclosing a minute of Council requesting the postponement of the date of application of the Imperial Load-line Act of 1890 to Canadian vessels. This was consented to and the application of the Act further deferred till the 1st of January, 1892.

In view of the fact that the Canadian Bill has not yet received the sanction of the Imperial Government it was deemed advisable to request that the operations of the Imperial load-line be still further postponed as far as Canadian vessels are concerned. Her Majesty's Government has in accordance with the above request deferred the enforcement of the Act as regards Canadian vessels, till the 1st of May next. This information was conveyed to the Department by cablegram from the High Commissioner for Canada.

The matter of amending the Canadian Load-line Act on a basis which will be mutually acceptable to both the Imperial and Canadian Governments is now receiving consideration, but up to the present time the Canadian Act is not in operation in Canada.

#### DECK-LOADS.

During the session of the Imperial Parliament held in the early part of 1890, a Bill was introduced entitled: "A Bill to amend the law in regard to timber deck-loads in winter, bulkheads in iron vessels and the landing of live cattle." Another

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Bill was introduced in November of 1890, entitled: "A Bill to prevent the deck-loading of timber in winter." It was contemplated by the promoters of this Bill to amend the Merchant Shipping Act, so as to repeal that portion of it, which relates to the carrying of deck-loads in winter. The Bill did not become law. As the law now stands in Great Britain and Canada, ships crossing the Atlantic are permitted to carry deck-loads to a height of 3 feet above the deck. The proposed Bill aimed principally to prevent the carrying of wood goods on deck.

The Government of Canada were invited by the Imperial Authorities to forward any observations they were desirous of making upon the proposed legislation, in case a similar Bill might be introduced at another session.

An enquiry was therefore held by me under your instructions, at the port of St. John, New Brunswick, at a meeting of the Board of Trade of that city, on the 27th, 28th and 29th of January, 1891. The enquiry was held at St. John, as that port is the principal one in the Dominion from which vessels carrying deck-loads of timber or deals, sail in the winter months.

Evidence was given by captains, pilots and others of experience on the deck-load question. This evidence tended to show that a full deck-load of sawn lumber flush with the ship's rail is preferable to a deck-load only 3 feet in height, or no deck-load at all, as it can be more securely fastened than can a 3 feet load. It was stated by nearly every witness examined that there was less danger to vessels, and consequently to life, when deck-loads were carried, as ships without deck-loads are not so steady in heavy gales and shipped heavy seas which did great damage on deck. It was the opinion of the majority of the witnesses that a vessel with a deck-load of 4 feet 9 inches was safer in heavy seas than when she carried no deck-load, or one of 3 feet, as the water would wash overboard, instead of remaining in the space between the deck and rail. It was furthermore stated that when vessels carrying 3 feet deck-loads shipped seas, that the wash of water was liable to burst the deck-loads loose and injure the bulwarks. This would be obviated it was urged by a deck-load carried above the rail and securely fastened by spars athwart ships, thereby affording no space for the water to remain and do damage.

The Halifax Board of Trade, as well as private individuals engaged in shipping at Halifax, forwarded letters addressed to me deprecating the steps that had been taken towards abolishing deck-loads and stating that they considered the present law relating to deck-loads is fair to ship owners and secures safety to the sailor.

A recommendation was made to the Imperial authorities in accordance with the above evidence and copies of the proceedings at the enquiry were forwarded, together with a report made by Lieutenant Gordon, R. N. A further suggestion was made that if the Canadian recommendation was favorably received, concurrent legislation be introduced in the United Kingdom and Canada, on the matter of carrying deck-loads in winter, as high as the main rail.

It is to be regretted that acting on the advice of the Board of Trade the reply of Her Majesty's Government was not favourable to this proposition.

The Board of Trade have, however, as yet not dealt with the reasons put forward as above in support of the recommendation.

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INSPECTION OF SHIPMENTS OF LIVE STOCK EXPORTED  
FROM CANADA.

A despatch dated the 10th September 1890 was transmitted from the Right Hon. the Secretary of State for the Colonies, to His Excellency the Governor General, enclosing a copy of the Merchant Shipping Act Amendment (No 2) Bill, introduced into the Imperial House of Commons, which proposed to amend the law in respect of "Timber Deck Loads in Winter, Bulkheads in Iron Vessels and the Landing of Live Cattle" in the United Kingdom.

It was also stated in the dispatch that a departmental committee under the chairmanship of the Right Hon. H. Chaplin M. P., President of the Board of Agriculture, was engaged at that time in inquiring into the conditions under which cattle are imported into the United Kingdom, and that the Imperial Board of Trade would be happy to lay before the committee any information bearing upon the subject which the authorities in Her Majesty's possessions may think right to forward.

The following is an extract of a minute of Council on the subject, forwarded to the Right Honourable the Secretary of State for the Colonies: "The Minister" (of Marine) "has directed that a full enquiry be made through the officers of the Department of Marine, into the operation of the present law dealing with timber deck loads and the shipment of cattle, the result of which he will present to Your Excellency" (the Governor-General) "to be forwarded to the Right Hon. the Principal Secretary of State for the Colonies in due course."

In accordance with your instructions I proceeded to Montreal and opened an inquiry on the 5th of January, 1891, for the purpose of taking evidence relative to the export trade in live cattle between Canada and Great Britain. The inquiry was held in the board room of the Harbour Commissioners of Montreal, and was attended by a large number of those engaged in exporting cattle from Canada, representing ship-owners, steamship agents, Marine Underwriters' Association, persons employed in taking charge of cattle on the voyage across the Atlantic, and others interested in the trade and commerce of Montreal.

The evidence taken at this inquiry contained very valuable information respecting the method of loading, the time at which steamers received such cargo, and the condition in which cattle arrive from the stockyards, the fittings on each deck of the steamers, the means of ventilation and as to whether the cattle should be placed on the hatches or not, the care of them on board ship, the food and water supplied, where carried, and if liable to damage by salt water. Evidence was also given as to the treatment of cattlemen on board ship, the food supplied them, and whether they should sign the ship's articles and thereby be immediately under the control of the captain and officers. Much information was elicited respecting the adaptation of the different classes of vessels employed for that trade, and the percentage of loss of cattle carried by regular liners and vessels transiently engaged in the trade. Further information was elicited, all of which will be found in the verbatim report

of the evidence as it was given at the inquiry held at the ports of Montreal, Quebec, and Three Rivers. The Report was published as a Blue Book of this Department in 1891. It will be seen by reference to the evidence given at the inquiry that as far as the export cattle trade is concerned the business has been carried on in nearly all the cases referred to, in a careful and safe manner. It appears that the losses of cattle incurred by the principal lines of steamers have been very small, scarcely exceeding one half of one per cent. Other vessels which carried cattle late in the fall met with exceptionally heavy weather, but they were vessels commonly known as "Ocean Tramps," and were not provided with adequate fittings and appliances to enable them to resist the force of gales, and at the same time give the required ventilation to the cattle carried below the hatches.

An Order in Council was passed on the 26th February, in accordance with your recommendation of the 9th February, 1891, informing Her Majesty's Government that an enquiry had been held, eliciting important facts in connection with the transit of cattle from Canada to the United Kingdom, and forwarding at the same time a copy of the evidence furnished at the enquiry, to be laid before the Inter-Departmental Committee then sitting in London. The same Order in Council included a recommendation from you relating to the promotion of a Bill at the approaching session of the Canadian Parliament of 1891, providing for a thorough Government inspection of the vessels engaged in the transatlantic cattle trade and for necessary rules and regulations.

The report of the departmental committee of the Imperial Board of Trade and the Board of Agriculture to enquire into and report upon the transatlantic cattle trade, appeared in due course and the report of the Canadian inquiry was published as Appendix 30, to the Report of the Committee.

The following is a "summary of conclusions" arrived at by the Committee of the Imperial Board of Trade and Agriculture:—

"We have now considered the various questions arising out of the reference to the Committee, and we proceed to state the conclusions at which we have arrived.

"The evidence shows clearly—

"(i) That the transatlantic cattle trade is a large and growing business, carried on in various kinds of vessels by private enterprise, and regulated partly by people interested in the trade, and partly by official inspection on behalf of the Governments of the United States and the Dominion of Canada, and of Her Majesty's Government, at the ports of embarkation and debarkation respectively.

"(ii) That the successful carriage of animals by sea is to some extent affected by their condition before embarkation, especially after long land journeys.

"(iii) That in fine weather the transit of cattle by sea is conducted in safety, with a minimum of loss and a comparatively small amount of suffering, even in ships of as low tonnage as 1,200 tons.

"(iv) That in heavy weather, either in summer or winter, although it is more frequent in winter, even in the best ships, cattle are always liable to suffering and sometimes heavy loss; but that with sufficient shelter and ventilation, adequate fittings and space, proper stowage, good attendance, and a due amount of skill in navigation, the average loss and suffering can be still further diminished."

The live stock trade between Canada and the United Kingdom has become a very important one, and forms a noticeable factor in the exports of the Dominion, having increased from 7,639 cattle exported in 1877, to 83,588 in 1889, 121,309 in 1890, and 112,397 in 1891. Of this latter number 3,088 cattle were sent from Montreal to United States ports and thence shipped to Great Britain. Although forming part of the total export of cattle from Canada, they were not inspected by Canadian officers before leaving Montreal, and, having been shipped from United States ports would probably be scheduled at the port of debarkation in Great Britain. It will thus be seen that 109,309 head of cattle were shipped at the port of Montreal directly for ports in the United Kingdom during the year 1891. The Board of Trade and Board of Agriculture Committee's report points out the fact that the progress of the Canadian trade has been less subject to fluctuations than the United States trade during the same period, the increments being more regular from year to year, while at the same time showing a considerable expansion.

With a view of fostering this trade, so far as can be done by legislation, and removing any causes that might lead to loss, injury or ill-treatment of cattle or cattlemen on board ship, an Act entitled "An Act respecting the shipping of Live Stock," 54-55 Vic., chap. 36, was passed last session of Parliament. A copy of this Act is published as an appendix to this report.

Pursuant to the authority vested in the Governor-General in Council, by the third section of the Act, regulations were provided for the fitting up and inspection of vessels engaged in the trans-atlantic cattle trade. These regulations are published as an appendix to this report.

The 4th section of the Act provided for the appointment of two inspectors. Under this authority two inspectors were appointed at the port of Montreal, to be remunerated out of the fees collected upon the number of cattle shipped, at 2 cents per head, to the extent of \$1,000 each, per annum, and office rent and all other expenses incidental to their office.

On the 24th October, 1891, Mr. George H. Pope and E. Baker Morgan were appointed inspectors. An office was provided for them in the building occupied by the inspector of steamboats in Montreal for the time being. Another office, however, will be occupied at the opening of navigation.

The following report from the inspectors of cattle shipments, shows the number of vessels fitted and inspected, under the Regulations, the number of cattle shipped from Montreal, and the loss of cattle, from the 1st November, when the Act came into operation, to the 21st November, when shipments ceased. It will be seen that the loss was very small, and the conclusion may fairly be adduced that the cattle export inspection has already worked beneficially to the cattle trade.



MEMO. of Live Stock Shipments from the Port of Montreal, Nov. 1st to 21st, 1891,  
inspected by Geo. H. Pope and E. B. Morgan.

| 1891. | Steamer.         | Destination. | Sheep. | Cattle. |       | Fees<br>Collected. | Remarks.             |
|-------|------------------|--------------|--------|---------|-------|--------------------|----------------------|
|       |                  |              |        | Shipped | Lost. |                    |                      |
|       |                  |              |        |         |       | \$ cts.            |                      |
| Nov.  | 4 Norwegian...   | Glasgow      |        | 364     |       | 7 28               |                      |
| do    | 4 Mongolian...   | London.      | 75     | 405     | 2     | 8 10               |                      |
| do    | 4 Lake Huron...  | Liverpool.   |        | 131     | 7     | 2 62               |                      |
| do    | 5 Texas          | do           |        | 241     | 10    | 4 82               | Not very reliable.   |
| do    | 5 Concordia      | Aberdeen     |        | 254     | 3     | 5 08               | The Dominion Line    |
| do    | 5 Cynthia        | do           | 100    | 651     |       | 13 02              | keep no record here. |
| do    | 5 Fremona        | Dundee.      |        | 457     |       | 9 14               |                      |
| do    | 6 Grimm.         | Aberdeen     |        | 509     |       | 10 18              |                      |
| do    | 7 Dracona        | do           |        | 323     |       | 6 46               |                      |
| do    | 7 Sarnia         | Liverpool.   |        | 127     |       | 2 54               | No report.           |
| do    | 7 Colina         | Glasgow      |        | 195     |       | 3 90               |                      |
| do    | 12 Sarmatian.    | do           |        | 394     |       | 7 88               |                      |
| do    | 12 Lake Nepigon  | Liverpool    |        | 56      |       | 1 12               |                      |
| do    | 12 Monte Videan  | London.      | 381    | 186     |       | 3 72               |                      |
| do    | 12 Gerona        | Dundee.      |        | 776     |       | 15 52              |                      |
| do    | 12 Alcedes.      | Glasgow      |        | 241     |       | 4 82               |                      |
| do    | 14 Labrador      | Liverpool.   |        | 170     |       | 3 40               | No report.           |
| do    | 14 Steinhof      | Aberdeen     |        | 484     | 1     | 9 68               |                      |
| do    | 16 Kehrweider.   | Dundee.      |        | 479     |       | 9 58               | Not arrived.         |
| do    | 17 Corean.       | Glasgow      |        | 460     |       | 9 20               |                      |
| do    | 18 Lake Ontario. | Liverpool    |        | 43      |       | 0 86               | Not reported.        |
| do    | 18 Rosarian      | London.      | 300    | 203     |       | 4 06               | Lost 2 sheep.        |
| do    | 19 Dominion.     | Liverpool.   |        | 506     |       | 10 12              |                      |
| do    | 19 Scandinavian. | Glasgow      |        | 379     |       | 7 58               |                      |
| do    | 19 Storm King.   | do           |        | 250     |       | 5 00               |                      |
| do    | 21 Lake Winnipeg | Liverpool.   | 101    | 184     |       | 3 68               |                      |
|       |                  |              | 957    | 8,468   | 23    | 169 36             |                      |

GEO. H. POPE.

MESSINGER PIGEONS FOR USE BETWEEN SABLE ISLAND AND  
HALIFAX.

By reference to the report of last year it will be seen that the Department has given attention to the subject of communicating intelligence by means of trained messenger pigeons, from Sable Island or dangerous places along the Atlantic coast of Nova Scotia. A pigeon loft was fitted up and an experienced naturalist was appointed at a salary of \$100 per annum for the purpose of training the young birds and superintending the breeding industry. One of the employés of the Marine Department attached to the agency at Halifax has been employed in feeding and otherwise caring for the pigeons. Major-General Cameron, of Kingston, who has given the subject of the messenger pigeon industry and the training of the birds for practical use a great deal of study and attention, was requested by the Department to visit Halifax in August and report upon the progress made in the breeding and training. His report will appear in the supplement to this report.

PILOTAGE AUTHORITIES.

The annual returns from the different pilotage authorities will appear in the supplement to this report. The subject of pilotage dues charged vessels entering and clearing ports where pilotage authorities exist, is now receiving the considera-

tion of the Department with a view of making some change in the amounts paid to pilots. Compulsory pilotage in connection with the "white flag" regulations is also receiving consideration, but no steps have as yet been taken towards any change in the present regulations.

#### PORT WARDENS AND HARBOUR MASTERS.

Port Wardens' annual returns will be published in the supplement to the report, as will also be the returns of harbour masters' for 1891.

#### IMPROVEMENTS IN NAVIGATION OF FRASER RIVER.

During some years past the Dominion Government has been engaged in improving the entrance to the Fraser river by building pile work and laying down mattresses, so as to keep the current in one main channel of the delta, with the expectation that it would deepen itself, as proved to be the case at the mouth of the Mississippi river. This work is of vital importance to the interests of New Westminster, and the New Westminster Board of Trade has been actively engaged in furthering it by keeping the needs of the local shipping prominently before the public, and before the Dominion Government. In connection with this work this Department maintains buoys, has had a special survey made and has published a chart showing the latest soundings at the entrance to the river. Notwithstanding all these improvements, the New Westminster Board of Trade, in their eighth annual report published last year, take occasion to impute blame to this Department, accusing our officers inferentially of intentional misrepresentation and neglect of their interests. It is stated that in February, 1888, Captain Lewis, agent of this Department, refused to put out spar buoys as soon as requested to do so, and also published a statement that a vessel drawing more than 17 feet of water could not go up the river. Investigation into these charges shows that Captain Lewis put out the buoys as soon as instructed officially to do so, and that his statement was based upon the latest published chart of the Fraser river.

In consequence of representations of the Board of Trade, Captain Lewis was instructed to investigate the depth of water in the river, when he found 12 feet at low water, which he calculated would give 9 feet at low water spring tides, at the same time stating that in certain places there were only 8 feet at low water springs.

The next complaint is made against a chart published by this Department, as the result of surveys made by the Public Works Department in 1888. This chart was objected to so strongly in consequence of a 3-fathom centre line having been inserted in it, and in consequence of the soundings above the Sand Heads being taken from the old Admiralty chart, that the chart was withdrawn and a new survey was made to a point above New Westminster. As elsewhere stated in this report, the new chart based upon that survey has been issued, and since issue has been corrected, and I believe is now satisfactory.

It is evident from the rapid changes which repeated soundings show in the depth at critical points on the Fraser river, that no permanent chart can for some years to come be issued, as the soundings are changing from one season to another.

## LEGISLATION.

## "AN ACT RESPECTING THE INSPECTION OF SHIPS.

Under the Steamboat Inspection Act, steamboats are required to undergo inspection of machinery and boilers and hulls and equipment as well. For some years past, the Department has had under consideration the subject of inspecting sailing ships registered in Canada. It has been found that lives and property have been exposed to danger owing to the insufficient equipment and unseaworthy state of many unclassed vessels. As the result of the inquiries made into the matter an Act was passed at the last session of Parliament, entitled "An Act respecting the Inspection of Ships." It is provided that the Act shall come into force on a day to be named by proclamation of the Governor General in Council, in any place or places or within such limits in Canada as are in such proclamation designated.

A copy of the Inspection Act will be published in the supplement to this report.

The United States Government has had under consideration a Bill for the inspection of sailing ships and to carry into effect certain recommendations of the United States Delegates to the International Marine Conference. The following extract is from the United States Senate Mis. Doc. N° 49 of the 52nd Congress pp. 5 and 6.

"Section 16. The following also applies to section 1 of this bill. Section 16 provides for the yearly inspection of sailing vessels and barges in addition to steamers. There should be no more opposition to the yearly inspection of the hulls of sailing vessels than of steamers, as the reasons for the inspection of the former are more numerous and urgent than of the latter. Steamers are employed about home, are in and out of port frequently, and any accident to the hull or deterioration of any of its parts would be more likely to come to the observation or knowledge of the underwriters' agents than in like case applied to sailing vessels. Notwithstanding this, and that the underwriters have supervision in their way over steamers, yet their hulls and outfits must, in addition, be submitted to a yearly inspection by Government officials. Vessels are classed by the underwriters as high as thirteen or more years, and to maintain that class must be examined at the end of the first seven years, and submit to occasional surveys, not *oftener* than every two years. That is a rule of the underwriters, but there is no assurance that the vessels are so surveyed. It is no doubt the case that vessels are strained or injured, and their condition concealed from the underwriters by the owners or masters to avoid extra outlay to put them in a safe condition. How strict a supervision the underwriters have over the condition and seaworthiness of sailing vessels is exemplified in a striking manner by the rotten vessels that are stranded under the observation of the Life-Saving Service. The records of that service will show cases where within one hour, or before the life-saving crew could transport the lifeboat the short distance between the station and the vessel, she has broken into fragments and melted away.

"In reply to a letter asking for an opinion on this matter the board of trade of the city of Chicago, through its secretary, Mr. George F. Stone, thus emphatically writes:

"I beg to say that to argue in favor of the proposition that sailing craft should be as rigidly inspected as steam vessels, both with regard to construction and equipment, would be, it seems to me, a work of supererogation. The proposition is axiomatic and carries with it a rebuke that the Federal authorities have not ere this insisted that sailing vessels be thoroughly inspected in all respects, especially when it is considered the awful record of disasters to such craft as compared with disasters to steam vessels. Vast mercantile interests and a decent regard for human life unite in urging upon the National Government immediate compliance with the recommend-

ations of the conference. Intense competition in the business of water transportation frequently results in overloading and in making voyages in unseaworthy bottoms with an inadequate equipment. Again, shipmasters vie with each other in making quick voyages, straining hulls, sails, and rigging to a fearful extent, resulting in many instances in appalling losses which a rigid inspection could have prevented. It is undeniably true that, under the present system, insurance companies are compelled to carry risks out of proportion to the premium received, and are thus in a measure imposed upon.

"The inspection or survey by the underwriters is for their own protection of the risks they take upon the vessel and cargo. If they have no risks on a vessel it naturally follows that they would have no concern as to her seaworthiness. The proposed yearly inspection by government officials is for the protection of the lives embarked on a vessel, whether insured or not. A seaman has no means of knowing the condition of a vessel on which he ships, and frequently does not know even to what port he is bound until days after when at sea. Neither would the officers have any better knowledge of the condition of the vessel, if recently employed. Many cases are on record where vessels have been delayed or returned to port on account of the refusal of the crew to proceed, having accidentally discovered the unseaworthy condition of the vessel. Such delays, resulting in great expense, would be reduced or avoided if the master held a license that the vessel had been inspected within a year."

An Act was passed last session of Parliament entitled: "An Act respecting the "Shipping of Live Stock," which has been referred to in this report under the heading of "Inspection of shipments of life stock exported from Canada."

The Steamboat Inspection Act was amended during the same session of Parliament with regard to the expression "passenger," defining the meaning to be, "any person carried on a steamboat, other than the master and crew, the owner, his family and servants." "The expression 'Minister' means the Minister of Marine and Fisheries." An amendment was also made giving authority to the chairman of the Board of Steamboat Inspection to approve of examinations of engineers by Inspectors, when the Board was not sitting.

Amendments to the Masters and Mates Act were made in August last, and these amendments will be found in this report under the heading of "Inland and Coasting Certificates," issued to masters and mates.

The following Acts were also passed during the session of 1891, viz.:—

An Act entitled: "An Act to amend the Act respecting Government Harbours, Piers and Breakwaters." Chapter eighty-four of the Revised Statutes was amended by adding the following section immediately after section four:—

"4a. All tolls and dues payable under this Act or under any rule or regulation made thereunder shall constitute a debt due and payable to Her Majesty jointly and severally by the owner of the goods, wares or merchandise in respect of which such dues or tolls are payable, and the consignee or person to whom such goods, wares or merchandise are delivered or who is in charge of them,—or, in the case of a person using a harbour, wharf, pier or breakwater, by such person,—and in the case of a vessel, jointly or severally by the owner, master and agent of such vessel; and such debt may, at any time, be recovered with full costs of suit in any court of competent jurisdiction."

An Act entitled: "An Act to provide for the Marking of Deck and Load Lines." This Act has not received the assent of Her Majesty, and has therefore not

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become law; explanations respecting legislation on the subject of Load Lines will be found under the heading of "Merchant Shipping," in this report.

An Act intituled "An Act to amend Chapter seventy-seven of the Revised Statutes, respecting the safety of Ships." Section 19a was added immediately after section 19 providing that every person who knowingly sends, attempts to send, carries or attempts to carry, in any ship carrying passengers to or from any port in Canada or between one port and another in Canada, dangerous explosives is guilty of a misdemeanour and shall be liable to a fine or imprisonment.

Gunpowder, to make necessary signals, sufficient for one round voyage may be stored or carried in a place approved by a Steamboat Inspector.

A freight steamer carrying passengers incidentally, may be granted a permit by the Minister of Marine and Fisheries to carry explosives, provided she is specially fitted for the purpose, if not so fitted the section applies as if no permit had been granted.

"An Act to amend the Acts respecting the Harbour of Pictou, Nova Scotia," which provides that the Harbour Commissioners of Pictou are constituted a body corporate and with the sanction of the Governor General in Council may purchase, acquire and hold such lands, &c., as are described in section thirteen of the Act, thirty-sixth Victoria, chapter sixty-three, as they may deem necessary for the maintenance and improvement of the Harbour.

The Minister of Marine and Fisheries upon application of the Commissioners, with the approval of the Governor in Council, may take such lands under the provisions of the "Expropriation Act."

The lands so taken may be conveyed by the Crown to said corporation upon repayment of all damages, charges and expenses incurred by the Crown.

A deposit must be made with the Minister of Finance and Receiver General, of an amount sufficient to satisfy all claims against the Crown by reason of any expropriation, before the Minister of Marine and Fisheries shall take any proceedings.

The Harbour Commissioners may borrow money for carrying out the improvements, not to exceed the sum of \$4,000 in all, and for securing the repayment of the borrowed money may mortgage the real estate, works, tolls and revenues of the said Harbour.

All property held by the corporation shall be held in trust for all purposes for which the said corporation is created.

I have the honour to be, Sir,

Your most obedient servant.

WM. SMITH,

*Deputy Minister of Marine.*

DEPARTMENT OF MARINE,  
OTTAWA, 1st December, 1891.

## APPENDIX No. 1.

STATEMENT of Expenditure of Department of Marine, for the Fiscal Year ended  
30th June, 1891.

| Service.  | Amount.    | Total.     |
|---|------------|------------|
|   | \$ cts.    | \$ cts.    |
| Ocean and River—  |            |            |
| Maintenance and repairs to Government steamers.....         | 111,437 03 |            |
| Construction of steamer "Quadra".....                       | 54,773 37  |            |
| Examination of Masters and Mates.....                       | 4,255 24   |            |
| Investigations into wrecks, &c.....                         | 1,172 77   |            |
| Registry of Canadian shipping.....                          | 1,207 07   |            |
| Removal of obstructions in navigable waters.....            | 3,633 65   |            |
| Rewards for saving life, &c.....                            | 4,952 20   |            |
| Tidal observations.....                                     | 1,654 96   |            |
| Cattle export enquiry.....                                  | 520 85     |            |
| Winter mail service.....                                    | 7,012 70   |            |
| Gratuities.....   | 1,025 00   |            |
| Water Police, Montreal.....                                 | 573 80     |            |
| do Quebec.....  | 7,299 85   |            |
|   |            | 199,518 49 |
| Lighthouse and Coast—                                       |            |            |
| Salaries and allowances of lightkeepers.....                | 186,094 43 |            |
| Agencies, rents and contingencies.....                      | 17,653 31  |            |
| Maintenance and repairs.....                                | 251,506 69 |            |
| Construction of lighthouses, &c.....                        | 32,241 77  |            |
| Signal Service.....   | 4,700 79   |            |
|   |            | 492,196 99 |
| Scientific Institutions—                                    |            |            |
| Meteorological Service.....                                 | 57,181 93  |            |
| Observatory, Kingston.....                                  | 500 00     |            |
| do Montreal.....  | 509 00     |            |
| do Toronto.....   | 4,275 17   |            |
|   |            | 62,457 10  |
| Marine Hospitals—   |            |            |
| Marine and Immigrant Hospital, Quebec.....                  | 751 75     |            |
| Marine Hospital, St. Catharines.....                        | 500 00     |            |
| do and sick and disabled seamen.....                        | 30,063 39  |            |
| Shipwrecked and distressed seamen.....                      | 3,839 98   |            |
|   |            | 35,155 12  |
| Steamboat inspection.....                                   |            | 22,183 76  |
| Survey, Georgian Bay.....                                   |            | 17,677 51  |
| do Burrard Inlet.....                                       |            | 1,690 12   |
| Civil Government, salaries of staff including Minister..... |            | 35,764 99  |
| do contingencies.....                                       |            | 7,488 68   |
|   |            | 874,132 76 |

WM. SMITH,  
*Deputy Minister of Marine.*

F. GOURDEAU,  
*Accountant.*

## APPENDIX No. 2.

## STATEMENT of Revenue of Marine Department for the Fiscal Year ended 30th June, 1891.

| Service.   | Amount.    |
|--|------------|
|  | \$ cts.    |
| Casual Revenue (sale of Shipping Forms, \$160.75 ; Sundries, \$4,313.34) ..... | 4,474 09   |
| Capes' Mail Service.....   | 421 98     |
| Dominion Steamers.....   | 15,589 04  |
| Examinations Masters and Mates.....  | 2,586 00   |
| Fines and Forfeitures.....   | 129 65     |
| Harbours, Piers and Wharves.....   | 6,999 04   |
| Harbour Improvement.....   | 9 35       |
| Harbour Police Dues.....   | 7,649 19   |
| Lighthouse and Coast Service.....  | 915 00     |
| Steamboat Engineers' Certificates.....   | 754 00     |
| Steamboat Inspection.....  | 20,890 72  |
| Sick Mariner's Fund.....   | 43,830 98  |
|  | 104,249 04 |
| Less—Amount refunded, Sick Mariners' dues twice paid at Glace Bay.....         | 1 30       |
|  | 104,247 74 |

WM. SMITH,  
Deputy Minister of Marine.

F. GOURDEAU,  
Accountant.

## APPENDIX No. 3.

STATEMENT of Sick Mariners' Dues Collected for the Fiscal Year ended ~~June~~  
June, 1891.

| <i>Quebec.</i>        | \$ cts.   | <i>Nova Scotia—Concluded.</i> | \$ cts.   |
|-----------------------|-----------|-------------------------------|-----------|
| Gaspé.....            | 65 92     | Brought forward.....          | 933 02    |
| Montreal.....         | 3,631 20  | Digby.....                    | 171 66    |
| Mew Carlisle.....     | 290 96    | Guysboro'.....                | 37 72     |
| Percé.....            | 61 30     | Halifax.....                  | 6,627 60  |
| Quebec.....           | 7,107 40  | Kentville.....                | 30 56     |
| Rimouski.....         | 152 44    | Liverpool.....                | 82 28     |
| St. Armand.....       | 1 92      | Lockeport.....                | 36 96     |
| St. John's.....       | 1,348 32  | Lunenburg.....                | 395 42    |
| Sorel.....            | 71 58     | Magaretsville.....            | 12 36     |
| Stanstead.....        | 23 85     | North Sydney.....             | 1,057 30  |
| Three Rivers.....     | 190 13    | Parrsboro'.....               | 844 60    |
| Total.....            | 12,945 02 | Pictou.....                   | 511 90    |
| <i>New Brunswick.</i> |           | Port Hawkesbury.....          | 96 28     |
| Bathurst.....         | 203 36    | Port Medway.....              | 61 82     |
| Chatham.....          | 1,228 28  | Shelburne.....                | 41 32     |
| Dalhousie.....        | 491 94    | Sydney.....                   | 2,821 46  |
| Dorchester.....       | 32 94     | Truro.....                    | 4 58      |
| Moncton.....          | 644 52    | Weymouth.....                 | 143 90    |
| Newcastle.....        | 722 36    | Windsor.....                  | 1,050 18  |
| Sackville.....        | 313 94    | Yarmouth.....                 | 428 32    |
| St. Andrew's.....     | 142 58    | Total.....                    | 15,389 24 |
| St. John.....         | 5,027 74  | <i>British Columbia.</i>      |           |
| St. Stephen.....      | 91 82     | Nanaimo.....                  | 3,323 78  |
| Total.....            | 8,899 48  | New Westminster.....          | 59 78     |
| <i>Nova Scotia.</i>   |           | Vancouver.....                | 1,383 48  |
| Amherst.....          | 672 76    | Victoria.....                 | 1,382 64  |
| Annapolis.....        | 130 38    | Total.....                    | 6,149 68  |
| Arichat.....          | 95 02     | <i>Prince Edward Island.</i>  |           |
| Baddeck.....          | 18 94     | Charlottetown.....            | 379 72    |
| Barrington.....       | 13 48     | Summerside.....               | 67 84     |
| Bridgetown.....       | 2 44      | Total.....                    | 447 56    |
| Carried forward.....  | 933 02    |                               |           |

## RECAPITULATION.

|  |              |
|--|--------------|
| Quebec.....                            | \$ 12,945 02 |
| New Brunswick.....                     | 8,899 48     |
| Nova Scotia.....                       | 15,389 24    |
| British Columbia.....                  | 6,149 68     |
| Prince Edward Island.....              | 447 56       |
|  | \$ 43,830 98 |
| Less—Amount overpaid and refunded..... | 1 30         |
|  | \$ 43,829 68 |

F. GOURDEAU,  
Accountant.WM. SMITH,  
Deputy Minister of Marine.



## APPENDIX No. 4.

## REPORT ON THE METEOROLOGICAL SERVICE.

The Honourable  
The Minister of Marine and Fisheries,  
Ottawa.

SIR,—I have the honour to submit herewith the twenty-first report of the Meteorological Service, this report being for the period 1st October, 1890, to 31st October, 1891.

Since the last report the following stations have been added to our list:—

*Ontario.*

## Class II—

|                           |                     |
|---------------------------|---------------------|
| Cook's Mills, Algoma..... | Rev. R. Sims.       |
| Sudbury.....              | Agent C.P.R.        |
| Minden (resumed).....     | M. Brown.           |
| Collingwood.....          | A. R. Stephen, M.D. |
| Oshawa.....               | C. F. Nicholson.    |

## Class III—

|                   |                 |
|-------------------|-----------------|
| Glastonbury ..... | N. E. Ruttan.   |
| Lake Talon.....   | W. T. Gale.     |
| Huntsville.....   | C. A. Wattson.  |
| Acton.....        | J. V. Kannawin. |
| Cayuga.....       | Rev. P. Bardon. |
| Barrie.....       | J. J. Gillem.   |
| Mount Forest..... | W. E. Brooks.   |

*Manitoba.*

## Class II—

|                |                |
|----------------|----------------|
| Gladstone..... | David Rintoul. |
| Elkhorn.....   | R. S. Mowat.   |
| Killarney..... | J. L. Stuart.  |

*North-West Territories.*

## Class I—

|                 |                |
|-----------------|----------------|
| Battleford..... | L. P. O. Noel. |
|-----------------|----------------|

## Class II—

|                 |          |
|-----------------|----------|
| Lethbridge..... | H. Pace. |
|-----------------|----------|

*British Columbia.*

## Class I—

|               |               |
|---------------|---------------|
| Carmanah..... | W. P. Daykin. |
|---------------|---------------|

## Class II—

|                     |                |
|---------------------|----------------|
| Kamloops.....       | E. H. Jones.   |
| Kermeos.....        | E. B. Webster. |
| Donald.....         | H. Redgrave.   |
| Griffin's Lake..... | Agent C.P.R.   |

*Bermuda.*

## Class I—

Prospect. . . . . J. R. Murray, M.D.

Sunshine recorders have been supplied and are now in operation at the chief station at Esquimalt, B.C., and at the Experimental Farm Stations at Agassiz, B.C., Indian Head, N.W.T., and Brandon, Man. Instruments have also been supplied to several stations in the Dominion, from which up to the present time no reports have been received.

The following stations have ceased to report for the reasons assigned :—

## Québec Class I—

Cranbourne and Huntingdon, the former by the death of Mr. W. P. Cassidy and the latter from the rapidly advancing age of the observer, Dr. Shirriff, rendering it impossible for him to attend to the duties. Two valuable series of observations have been the result of the prompt and intelligent attention paid to the work by these gentlemen, continued voluntarily at Cranbourne for sixteen years, and at Huntingdon for twenty-two years.

There have also been some changes of observers since the last report, of which I regret to have to record the following by death : Miss Jessie Whiteway of the Hudson Bay Company's Station at Lake Abitibi; W. J. McKeen, Storm Signal Agent at Port Hastings; and George Hutchinson of the Chief Station at St. John N. B.

The following have also left the service:—Mr. N. Wolverton of the Chief Station at Woodstock who resigned the Presidency of Woodstock College and was succeeded by Mr. W. H. Huston; Messrs. H. S. Cayley and J. Ewart who were succeeded by Messrs. Thomas O'Brien and J. K. Drinnan at the Telegraph Station at Calgary and Medicine Hat, N. W. T., respectively; and Mr. F. Reynolds who has left Cobourg, Ont., was succeeded by H. B. Crusoe at the storm signal station at that place. Both the first and last named gentlemen had been in the service many years and will be remembered for their zealous care.

The observers in Ontario under the Department of Agriculture, and those in Manitoba under a similar bureau, continue to manifest an equal interest in the work as in former years, in many cases voluntarily seeking an extension of their work and incurring the responsibility of three daily observations.

The stations at the Experimental Farms have not as a whole succeeded in their meteorological duties as well as could have been wished; this is particularly the case with Nappan, N. S. The really excellent work done at Ottawa and Brandon bringing the failing of the others more strongly into contrast.

Of the stations on the line of the Canadian Pacific Railway it should be remarked that while fully appreciating the valuable and extremely interesting information obtained from the abstracts furnished by the agents of that railway, the frequent changes of the agents at the various stations very much increased the work of instruction and supervision, and render periodic inspection most necessary.

## STORM SIGNAL SERVICE.

Many severe storms have occurred in Canada since the issue of the last report, and in each instance they were warned; some of the most noticeable are as follows:—

During the evening and night of the 13th October, 1890, as an important disturbance passed over the lake region, a heavy gale prevailed in all localities. Port Arthur reports furious gale, the breakwater was damaged, warning was received in time, and all craft had taken precautions. Warnings were first despatched for this storm at 10.10 a.m. on the 12th.

A very important storm swept over the Gulf and Ocean districts between the night of the 17th October, 1890, and the following day. The steamship "Yarmouth" experienced a heavy gale in the Bay of Fundy. Little Glace Bay reports the heaviest and most severe storm that had visited the coast for years, the Dominion steamship "Napoleon III" and "Schooner" C. H. Tupper were both driven ashore. Sydney says very heavy gale duly warned. Sambro Island recorded east 47 miles an hour.

Warnings for a heavy easterly gale were dispatched at 10.20 a.m. on the 17th, throughout Eastern Canada.

On the 1st December 1890, a very severe storm passed over the Maritime Provinces and Newfoundland. This storm, on the preceding day is reported to have swept over the Bermuda Islands, doing great damage. Along our Atlantic coast and in the Gulf, the winds in many places increased to hurricane force. Sambro Island recorded 72 miles an hour from the north, and Grindstone 69 miles an hour; over 40 vessels are said to have been wrecked. At St. Pierre and Miquelon alone, 13 vessels were driven ashore. Cautionary signals were displayed along our Atlantic coast from the morning of 30th November.

During the evening and night of the 12th January, 1891, a very heavy gale from the south and west was experienced in the Maritime Provinces attended by an unusually high tide. Point Lepreaux says highest tide on record. St. Andrews reports very high tide on the 12th; damage done to wharves, cellars overflowed. Warnings for this storm were first despatched at 4.20 p.m. on the 11th.

On the night of the 12th March, 1891, a disturbance developed with great rapidity in a trough of low pressure which stretched from the Gulf of Mexico to Maryland. It at first travelled north and north-westerly to Lake Erie, and then north-easterly along the St. Lawrence Valley, reaching its maximum on the evening of the 13th when in the Ottawa Valley, barometer reduced to sea level at Rockcliffe 28.98 inches. Its accompanying westerly gale was very heavy in Ontario and portions of Quebec, but in the Maritime Provinces a moderate storm only generally prevailed. Signals were ordered for the ocean stations at 9.25 p.m. on the 13th, which was too late to be of any use in the Bay of Fundy.

On the evening of the 7th September, 1891, a storm of great importance, a West India hurricane, moved on to the Nova Scotian coast from the Atlantic. This storm travelled up the Atlantic a long way from the American coast and gave practically no warning of its approach. It caused, in the Maritime Provinces, during the evening and night of the 7th, a disastrous gale from the south-east veering to the south-west attended by a great downpour of rain, over four inches was recorded in some places. Much damage was done both on land and at sea, the fishing fleets suffered severely and many lives were lost. Cautionary cones only were displayed for this storm, and they were ordered at 4 p.m. on the 7th.

October, 1891, was remarkable for the number of severe storms which travelled up the Atlantic. No less than five deep disturbances either passed over or close to Maritime Provinces, and dangerous gales were on each occasion experienced at nearly all places. Warnings of these storms were duly issued and in nearly all cases were received in ample time.

The only heavy gale on the lakes in October, 1891, occurred from the westward during the evening and night of the 31st, caused by a moderately deep disturbance taken in conjunction with an important high pressure system. Warnings for this storm were issued to all lake stations during the 30th.

Additional storm signal stations were established at Louisburg, C.B., Port Hood, N.S., Tignish, P.E.I., and Paspebiac, P.Q.

TABLE No. 1.

The following table shows the total number of Warnings issued and percentages verified :—

| Year.  | No.<br>Issued. | No.<br>Verified. | Percentage<br>Verified. |
|--|----------------|------------------|-------------------------|
| 1877.....  | 743            | 510              | 68·6                    |
| 1878.....  | 860            | 673              | 78·3                    |
| 1879.....  | 712            | 591              | 83·0                    |
| 1880.....  | 889            | 736              | 82·8                    |
| 1881.....  | 854            | 727              | 85·1                    |
| 1882.....  | 841            | 658              | 78·2                    |
| 1883.....  | 1,085          | 858              | 79·1                    |
| 1884.....  | 798            | 663              | 83·2                    |
| 1885.....  | 830            | 741              | 89·3                    |
| 1886.....  | 906            | 799              | 88·2                    |
| 1887.....  | 1,093          | 972              | 88·9                    |
| 1888.....  | 897            | 758              | 84·5                    |
| 1889.....  | 1,126          | 926              | 81·3                    |
| 1890.....  | 1,199          | 987              | 82·3                    |
| 1891 (10 months, 1st January to 31st October)..... | 669            | 540              | 80·7                    |

## WEATHER FORECASTS.

Weather forecasts have been published regularly throughout the period comprised in this report, both in the newspapers and at about fourteen hundred telegraph offices in Ontario, Quebec and the Maritime Provinces. Forecasts for Manitoba and west as far as Qu'Appelle were first published on 26th August and have since continued without interruption to be posted daily, Sundays excepted, at all the offices of the Canadian Pacific Railway Company's telegraph in that region, besides appearing in the daily newspapers.

The demand from persons in Toronto, and at a distance, for special forecasts continues to increase and in all cases predictions have been furnished at once to those asking for them.

Warnings of approaching snow storms, as heretofore, were issued to the railways, and from letters received from their different superintendents it is evident that they are much appreciated. During the coming winter this service will be extended to Manitoba and as far west as Qu'Appelle.

Train weather signals as usual were displayed during the past summer on all morning trains in the older provinces, and it is gratifying to be able to state that a great deal more care has been shown by the train hands in changing the signals, though several instances were reported in which the same signals were allowed to remain for more than one day. In each case this negligence was promptly brought home to the offender by the Superintendents who continue to manifest great interest in the work.

The following table (No. 2) shows the predictions and the percentage of fulfilment in each district, in each month and in the whole period.

TABLE No. II.

NUMBER of Predictions and percentage of Fulfilment in each District, in each month and in the period October, 1890, to October, 1891, inclusive.

| MONTHS.     | MANITOBA.   |             |          |        | LOWER LAKE REGINA. |             |          |         | UPPER ST. LAWRENCE. |             |          |         | ST. LAWRENCE. |             |          |         | GULF.       |             |          |         | MARITIME.   |             |          |         | TOTAL.              |             |          |     |
|-------------|-------------|-------------|----------|--------|--------------------|-------------|----------|---------|---------------------|-------------|----------|---------|---------------|-------------|----------|---------|-------------|-------------|----------|---------|-------------|-------------|----------|---------|---------------------|-------------|----------|-----|
|             | Verified.   |             |          |        | Verified.          |             |          |         | Verified.           |             |          |         | Verified.     |             |          |         | Verified.   |             |          |         | Verified.   |             |          |         | No. of Predictions. |             |          |     |
|             | Percentage. |             |          |        | Percentage.        |             |          |         | Percentage.         |             |          |         | Percentage.   |             |          |         | Percentage. |             |          |         | Percentage. |             |          |         | No. of Predictions. |             |          |     |
|             | No. Fully.  | No. Partly. | No. Not. |        | No. Fully.         | No. Partly. | No. Not. |         | No. Fully.          | No. Partly. | No. Not. |         | No. Fully.    | No. Partly. | No. Not. |         | No. Fully.  | No. Partly. | No. Not. |         | No. Fully.  | No. Partly. | No. Not. |         | No. Fully.          | No. Partly. | No. Not. |     |
| October..   | 113         | 85          | 20       | 884.1  | 103                | 85          | 12       | 688.3   | 102                 | 80          | 13       | 934.8   | 99            | 73          | 11       | 1579.3  | 103         | 69          | 18       | 1675.7  | 320         | 392         | 74       | 54      | 320                 | 392         | 74       | 54  |
| November..  | 108         | 78          | 19       | 1181.0 | 107                | 76          | 23       | 881.8   | 101                 | 75          | 15       | 1181.7  | 96            | 73          | 12       | 1182.3  | 98          | 78          | 12       | 885.7   | 510         | 380         | 81       | 49      | 510                 | 380         | 81       | 49  |
| December..  | 126         | 94          | 17       | 1581.3 | 118                | 88          | 15       | 1580.9  | 122                 | 99          | 14       | 986.9   | 128           | 100         | 16       | 1284.4  | 126         | 105         | 20       | 1087.7  | 620         | 486         | 73       | 61      | 620                 | 486         | 73       | 61  |
| January..   | 108         | 71          | 22       | 1375.9 | 96                 | 61          | 18       | 1732.9  | 95                  | 68          | 14       | 1379.0  | 95            | 76          | 8        | 1184.2  | 106         | 105         | 20       | 2170.8  | 500         | 341         | 82       | 77      | 500                 | 341         | 82       | 77  |
| February..  | 105         | 79          | 16       | 1082.9 | 100                | 76          | 13       | 1182.5  | 93                  | 72          | 9        | 1282.3  | 89            | 61          | 18       | 1078.7  | 95          | 75          | 20       | 1084.2  | 482         | 363         | 66       | 53      | 482                 | 363         | 66       | 53  |
| March..     | 112         | 80          | 20       | 1280.4 | 103                | 79          | 12       | 1282.5  | 100                 | 83          | 7        | 1086.5  | 101           | 73          | 18       | 1081.2  | 111         | 78          | 25       | 881.5   | 527         | 393         | 98       | 55      | 527                 | 393         | 98       | 55  |
| April..     | 116         | 82          | 21       | 1379.7 | 105                | 73          | 21       | 1179.5  | 103                 | 74          | 18       | 1180.6  | 105           | 79          | 16       | 1092.9  | 103         | 71          | 22       | 1079.6  | 533         | 379         | 92       | 43      | 533                 | 379         | 92       | 43  |
| May..       | 120         | 95          | 17       | 887.5  | 106                | 91          | 18       | 687.0   | 106                 | 79          | 13       | 883.5   | 105           | 76          | 22       | 782.0   | 107         | 80          | 20       | 784.1   | 523         | 411         | 68       | 50      | 523                 | 411         | 68       | 50  |
| June..      | 116         | 94          | 15       | 787.5  | 108                | 89          | 7        | 1285.6  | 98                  | 72          | 14       | 1280.6  | 100           | 76          | 12       | 1282.0  | 107         | 77          | 16       | 1479.4  | 418         | 329         | 67       | 35      | 418                 | 329         | 67       | 35  |
| July..      | 111         | 94          | 10       | 789.2  | 101                | 78          | 18       | 586.1   | 96                  | 79          | 11       | 688.0   | 91            | 72          | 12       | 785.7   | 100         | 74          | 16       | 1082.0  | 499         | 397         | 67       | 35      | 499                 | 397         | 67       | 35  |
| August..    | 96          | 78          | 11       | 787.0  | 97                 | 75          | 17       | 586.1   | 96                  | 72          | 12       | 1281.2  | 93            | 62          | 18       | 1376.3  | 92          | 68          | 15       | 982.1   | 579         | 444         | 83       | 52      | 579                 | 444         | 83       | 52  |
| September.. | 97          | 84          | 4        | 988.7  | 103                | 87          | 9        | 1284.7  | 103                 | 74          | 12       | 177.7   | 105           | 72          | 16       | 1776.2  | 108         | 87          | 9        | 1280.6  | 634         | 490         | 64       | 80      | 634                 | 490         | 64       | 80  |
| October..   | 103         | 78          | 17       | 884.0  | 118                | 81          | 14       | 1282.2  | 167                 | 84          | 12       | 1184.1  | 105           | 84          | 9        | 1284.3  | 101         | 76          | 13       | 1281.7  | 641         | 497         | 74       | 70      | 641                 | 497         | 74       | 70  |
|             | 296         | 240         | 32       | 2486.2 | 1471               | 1121        | 210      | 14083.5 | 1368                | 1039        | 197      | 13283.2 | 1322          | 1011        | 170      | 14182.9 | 1312        | 977         | 188      | 14781.6 | 1357        | 1003        | 207      | 14781.5 | 7126                | 5391        | 1004     | 731 |

NOTE.—The percentage of verification is obtained by taking the sum of those fully verified and half the sum of those partly verified and dividing by the whole number.

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**CENTRAL OFFICE.**

The following changes have taken place in the staff of the office since my last report. Lieutenant A. R. Gordon who was employed during the greater part of each year in connection with the Fishery Protection Service has finally severed his connection with this office, being now employed in another branch of the Government Service. Messrs. R. F. Smyth, secretary, F. Barnard and W. A. Taylor, assistants have also left the service, and have been succeeded by Messrs. F. F. Payne, F. G. Drewitt and C. E. Tweedie, respectively. Mr. W. A. Bannon was also appointed to fill the vacancy caused by Mr. Payne's promotion.

Attention may be called to the marked increase of office work over that of former years. As the observer's interest in the work increases and he seeks an enlargement of his work, this involves an increased amount of time necessary to supervise the returns themselves and to perform the deduction to render the returns of any value, as in nearly all cases the volunteer observer considers it enough to simply enter the reading at the time of observing. As the enlarged tabular matter of the Monthly Weather Review requires this to be done monthly, it is sometimes difficult to keep up with current work.

The interest taken by the general public in the information obtained from the data collected is shown by the increased number of inquiries from legal, municipal and railway corporations as well as private individuals. These inquiries however entail a large amount of extra work which is increasing daily.

**TIME SERVICE.**

The method of performing this work, together with a table showing discordance at the different observatories will be found in the report on the Magnetic Observatory.

The report on Quebec Observatory forms Appendix A.

The report on St. John Observatory forms Appendix B.

**UNITED STATES WHEATHER BUREAU.**

In July the meteorological work of the Army Signal Service at Washington was transferred to the newly formed Weather Bureau under the Department of Agriculture. The co-operation which has so long continued between this Service and the Signal Service is maintained under the new regime.

**VOLUNTARY OBSERVERS.**

It is desirable to again draw attention to the indebtedness of this country to the many volunteer observers throughout its wide range by whose assistance so much has been done towards interesting the public generally in a study of its varied climate; and it is much to be regretted that want of funds have necessitated a refusal from time to time to many requests for instruments, as the information given in our Monthly Weather Review is largely contributed by unpaid observers.

**PUBLICATIONS.**

Applications are frequently made by persons and institutions in different parts of the world for the publications of this office and it is to be regretted that the Annual Report of the Meteorological Service is so much behind, the last issued being that for 1887. The printing of each report has of late years taken over a year therefore they are becoming more and more behind. Nearly 750 Annual Reports and over 800 copies of the Monthly Weather Review are distributed immediately upon their being printed.

**LIBRARY.**

The number of publications received was 217, several of which were from new contributors and by far the greatest part of them treat upon Astronomy, Meteorology and Terrestrial Magnetism.

## INSPECTION OF STATIONS.

There were 73 stations inspected this year. Of these 13 were inspected by Mr. Payne, 24 by Mr. Stupart and 36 by Mr. Webber.

These reports form Appendices C, D, E, and give the state and condition of the various places visited, and show the absolute necessity of regular and systematic inspection.

All of which is respectfully submitted.

CHARLES CARPMAEL,  
*Director.*

## APPENDIX "C."

CHARLES CARPMAEL, Esq., M.A., F.R.A.S.,  
Director Meteorological Service of Canada,  
Toronto.

SIR,—I have the honour to submit the following report of the stations inspected by me during the present year :

Collingwood, Ont., 14th May, 1891.—Observer and Storm Signal Agent. The observations were not being taken and previous records were reported burnt at a fire in the Town Hall. The instruments had not been placed in position. The storm signal mast required painting. Recommended that this Agent be reduced to a signal agent only.

Obtained a new volunteer observer, Dr Stephen, who will take temperature and rainfall observations.

Owen Sound, Ont., 15th May, 1891.—The volunteer observer, Mr McLean, is getting very old and fears he will not be able to continue observations much longer. Minimum thermometer C. 786 out of order and returned to store.

Presqu'Isle, Ont., 16th May, 1891.—Anemometer and anemograph in good order, connections required adjusting, slight repairs required to electrical vane and platform made more rigid. Signal mast is rotting at butt and will require replacing before long. Signals in good order, but lamps not working satisfactorily and require shorter chimneys.

Lundy's Lane, Niagara South, Ont., 25th June, 1891.—observations well taken, slight repairs required to rain-gauge, and thermometer shed to be painted.

Cayuga, Ont., 26th June, 1891.—The late Observer has left the town. Obtained a new volunteer observer, Rev. P. Bardon, M. A., who will take regular rainfall observations.

Port Dover, Ont., 27th June, 1891.—At this station all thermometers were in good order except maximum 10066, which besides being improperly hung has a small air bleb in column, making it read 1° 5 too high. The rain-gauge is worn out. The wet bulb thermometer M.O. 351 was kept continually immersed in water which was altered and exposed properly. The storm signal mast required painting. Signals were in good order.

Chatham, Ont., 29th June, 1891.—The returns from this station were much behind hand, owing to press of other work. The volunteer observer promised to forward them immediately. All instruments were in good order and much interest taken in the work. Rain-gauge removed to another position, as it was too much surrounded by shrubs.

Kingsville, Ont., 30th June, 1891.—The volunteer observer takes much interest in the work and observations were well taken. All instruments were in good order. Sunshine recorder was set to latitude 40° instead of latitude 42° to which it was changed.

Pele Island, Ont., 1st July, 1891.—Anemograph was not working, owing to want of supplies which had miscarried. All instruments were in good order and anemometer &c., very well exposed on top of lighthouse. A larger inner shed is required

for thermometers, as present one does not allow of ordinary thermometer C. 1605 being placed inside it. The signal mast is well set up and stayed with  $4\frac{1}{2}$  inch wire stays. Both lamp radiator glasses are cracked but will answer for the present.

Sprucedale, Ont., 26th September, 1891.—The thermometer shed was badly exposed, facing west, this was changed to a better position. Minimum thermometer 69153 was out of order, this was repaired. The work is well attended to by the volunteer observer, Miss S. W. Kirkman.

Huntsville, Ont., 1st October, 1891.—The observer was moving to a new house. A position will be selected for the rain-gauge giving good exposure as soon as premises are fenced in.

Axe Lake, Ont., 2nd October, 1891.—The minimum thermometer was out of order and required repairing and with care will do, but as the glass catch at top of tube is broken off some care must be used in setting. The present inner shed is too small to hold the maximum and minimum thermometers which at present are poorly exposed. The other instruments at this station were in good order.

Barrie, Ont., 5th October, 1891.—In an interview Mr. J. S. Gillan offered to take the observations in place of the late observer, Mr. H. B. Spotton, M.A., who is leaving the town, and he would probably make a good observer as he is much interested in the work and has taken observations for many years. I would therefore recommend that the instruments be handed over to him. The sunshine recorder is in the hands of Mr. G. Wattie, who attends regularly to these records.

I beg to call your attention to the suggestion made by me in my report of last year that "the approaching direction and velocity of the wind be given by a simple code of flag signals to the shipping and fishermen by utilising the signal stations already established by the Signal Service in the Maritime Provinces," as from suggestions made to me and from answers to subsequent enquiries it would appear that "the direction and velocity of the wind has a very large influence in many localities, locally known, and that a foreknowledge of them would be great service, especially to the fishermen."

I have the honour to be, Sir,

Your obedient servant,

HUGH V. PAYNE.

*Inspector.*

#### APPENDIX D.

CHARLES CARPMAEL, Esq., M.A., F.R.A.S.,  
Director Meteorological Service of Canada,  
Toronto.

SIR,—I have the honour to submit the following report of stations inspected by me during the past year:—

Port Dalhousie, Ont., 13th April, 1891.—The signals at this station required a few slight repairs, such as splicing, &c., but on the whole everything in good condition. Mr. Dwyer, who for years past has been agent, was on the point of removing from Port Dalhousie. I interviewed Mr. Clark, the present agent, who has since been doing good work.

St. Hyacinthe, Que., 28th May, 1891.—The observer, Father Choquette, is Principal of the College. He is a man devoted to science, and is desirous of having a complete meteorological outfit. I recommend that he be sent a barometer. He has good exposure for an anemometer, and is very anxious to have a self-recording instrument. I should much like to see his wish gratified, but it is to be remembered that the college is only thirty miles from Montreal. Observations at this station will in all probability be thoroughly reliable.

Quebec, Que., 29th May, 1891.—I found the anemometer and wind vane in a very unsatisfactory condition, the former being sheltered by latter and the platform very



far from rigid. The wet bulb thermometer was not properly exposed, the bulb not being covered with muslin; rain-gauge and thermometers in good positions, barometer Adie, No. 1423 reading .004 higher than standard.

St. John, N.B., 1st June, 1891.—Found anemometer and wind vane in a decidedly dilapidated state—the former quite useless. Telegraphed to Toronto for new instruments and placed them in position on my return from Grand Manan. The rain-gauge was in a very poor position, but I somewhat improved it by placing it on the top of thermometer fence. The thermometers and rain-gauge are too much shut in by fences, sheds, &c. I cleaned the barometer, a small Green, and comparisons showed an index correction of + .004.

Grand Manan, N.B., 5th June, 1891.—Found everything at this station all right except the minimum thermometer, which was reading  $2^{\circ}$  too low; this error has been rectified. Barometer comparisons showed index error — .004. At a most exposed place on Swallow Tail Head, about a mile from the agents office, I had erected a post, firmly braced by three other posts on which to place an anemometer. As the wire necessary for connecting with anemograph in office was not available, I placed anemometer and wind vane temporarily on platform on top of the office, leaving full instructions *re* removal to hill and plan of connection.

Digby, N.S., 8th June, 1891.—Storm signal mast in a very poor position and ought to be removed to the end of pier. To do this, permission of the Public Works Department is required. Should the change be made, a small signal house will be necessary and can be placed on the pier at the foot of the mast. Mr. Turnbull does not attend to the thermometers in by any means a satisfactory way and I have serious doubts as to whether rainfall observations are any more reliable.

Yarmouth, N.S., 8th June, 1891.—Everything all right here except anemograph, which was not working satisfactorily. As Captain Murphy had made arrangements to go away for a holiday the morning following my arrival, I simply showed him where the fault lay in the adjustment of the instruments and suggested certain changes in running the wires to the tower of his house. The thermometers all agree, and rain-gauge is well placed. Index correction to barometer + .004.

Halifax, N.S., 10 June, 1891.—Anemograph not working well; with difficulty I put it in fair order; the trouble is probably owing to poor electrical connections, and the old wires will be replaced by new.

Sambro Island, N.S., 12th June, 1891.—I found the Sambro Island instruments at Mr. Allison's house in Halifax, they were covered with oil, and having been packed in wool and some hairy substance, were in a frightful mess; several screws were missing. Having put them into good order I took them back to Sambro, placed them in position and connected the battery, etc. I am convinced that the present anemometer will not work very long and another instrument should be sent as soon as possible. In Halifax I ordered turn-buckles for setting up stays in place of lanyards hitherto in use.

Truro, N.S., 15th June, 1891.—Mr. Little, the observer at this station, would like a sunshine recorder. The thermometer and rain gauges are in good positions and well exposed. The cistern of barometer is four feet lower than when in old house on Bible Hill. Barometer reading with standard. No index error.

Sydney, C.B., 17th June, 1891.—One of Mr. Hill's turn over thermometers will not work satisfactorily, he would like the service to supply him with another; all the other instruments are in good order and well placed.

Low Point, C.B., 18th June, 1891. Found the anemometer and wind vane on a rigid, well-built platform which was, however, too low. I gave instructions to have it made some three feet higher, which alteration will make the exposure very satisfactory. Captain Peters reported that the North direction hammer was not working and that he was unable to find the fault. I traced the trouble to a break in the wire which had corroded where it passed through the wall. Captain Peters is a most intelligent man and does good work.

Little Glace Bay, C.B., 19th June, 1891.—Found the observer, Mr. Rigby, ill in bed. The signal mast which had been blown down not yet up again, but Mr.

Rigby assured me that the work would soon be completed ; he requires a new cone. He has not been taking meteorological observations of late, his barometer is broken and he wants it refilled ; will send it to Toronto by express and it can be returned to him by one of Messrs. Kinman & Brown's steamships sailing from Montreal. Thermometers are all right, but new rain gauges required.

Louisburg, N.S., 20th June, 1891.—Signal mast in good order. The former agent at this station, W. H. Townsend, away from home, his father who told me that he always attended to hoisting and lowering of signals, conducted me to signal mast which is in good order. I gave instructions that mast and shed be painted and top of latter covered with canvas to make it water tight. New signals and running rigging required.

North Sydney, N.S., 22nd June, 1891.—At this station I gave orders that a signal house be built large enough for a man to enter and light lamps, also that two of the three lanyards be renewed and stays be made taut.

Georgetown, P.E.I., 23rd June, 1891.—The thermometers and rain-gauge are well exposed. The minimum has been reading 2° too low and I failed to rectify the error.

Tignish, P.E.I., 24th June, 1891.—Visited this station for the purpose of having a signal mast erected. Mr. Gallant, an hotelkeeper and fisherman, took contract at \$100, the Meteorological Service to supply the running rigging ; the spar fifty feet in length, of pine, to be erected at inner end of pier at harbour. The harbour is two and one-half miles by road from the telegraph office, but a local firm, Myrick & Co., have a telephone from their store in the village to a store at the port, and for a consideration of fifteen cents a message, will forward our warnings.

Charlottetown, P. E. I., 25th June, 1891.—Everything in first rate order at this station.

Port Hood, C. B., 26th June, 1891.—Visited Port Hood for the purpose of having a storm signal mast erected. Contract let to Mr. Alex. Frazer, a man recommended by Mr. Tremaine, Collector of Customs. Mast to be of spruce, fifty feet above ground, well tarred at butt, fittings according to regulation specification, running rigging to be supplied by Meteorological Service.

Port Hastings, N. S., 27th June, 1891.—Mr. McKeen, the agent, had been away from home some months and the man left in charge of meteorological observations did not know anything about the work. The mast and signals in good order and according to local report the hoisting and lowering of signals has been well attended to.

Pictou, N. S., 29th June, 1891.—Everything satisfactory at this station.

Chatham, N.B., 1st July, 1891.—Everything in good order here. Cleaned the barometer and by comparison verified index correction in use. Mr. Connors was about to remove to another house where the cistern of the barometer will be four feet lower than at present.

Bathurst, N.B., 1st July, 1891.—Things in a lamentable state at this station. The signal mast in a fair state of preservation, one of the stays broken and the other three hanging loose, box broken and no bottom, signals much broken and battered but can be repaired ; no halyards. I ordered that a good handy carpenter be employed, strong box be made and placed on a platform at foot of mast, that stays be repaired and properly set up, and in the future halyards be kept rove and ready for service. At house found barometer very dirty, thermometers in a delapidated shed facing the South, and rain-gauge in an old buggy. I cleaned barometer and left it reading within two thousandths of standard, and gave instructions as to placing of rain-gauge and disposal of a thermometer shed when received.

Guelph, Ont., 16th October, 1891.—The barometer is Adie 1447 which reads 013 too low. The thermometers are well placed and reading correctly, any faults have been owing to bad observing ; rain-gauge also well placed. Anemometer and vane down shaft, shafting broken two years ago in a gale and never repaired. If wind

observations are to be taken at this station the platform should be raised about five feet and new shafting supplied.

I have the honour to be, Sir,

Your obedient servant,

R. F. STUPART,

*Inspector.*

#### APPENDIX "E".

CHARLES CARPMAEL, Esq.

Director Meteorological Service of Canada,  
Toronto, Ont.

SIR,—I have the honour to submit herewith report of the stations, in Canada, inspected by me during the period comprised in this report,—

Coldwater, Ont., 23rd October, 1890.—Mr. Lazenby the observer was away from home. The barometer was slightly opaque and will soon require cleaning. I replaced the broken minimum thermometer by minimum No. 69,147. The thermometer shed and screen had just been indifferently repainted before my arrival.

North Bay, Ont., 24th November, 1890.—Thermometers were still in the same filthy condition as they were in the preceding May. Gave Mr. McKeown the option of attending to the duties, or having the matter again laid before Mr. C. W. Spencer, the superintendent. He preferred the former. The thermometers I changed from the old position to Mr. McKeown's residence, a better and more convenient place, cleaned them and left everything in good order. The comparison gave both the maximum and the minimum thermometers reading alike.

Rockcliffe, Ont., 25th November, 1890.—The fence for the thermometer shed authorized to be built in the preceding May had not been erected, and the new thermometer shed which had been furnished had been put to one side in a back shed. The observer was severely reprimanded for his gross carelessness and indifference.

Pembroke, Ont., 28th November, 1890.—Mr. Quinn, the agent here, has been deputed by the Canadian Pacific Company to take the observations at this point. I instructed him in the duties required, and placed the instruments at his residence on the brow of the hill in the western portion of the town, an excellent exposure.

Petrolea, Ont., 11th February, 1891.—It was necessary to change the anemograph at this station as it required some repairing. The electrical vane and anemometer were much worn, and had also to be replaced. It was also considered necessary to attach a tube to the post of the anemometer platform and run the wires through this to connect with those already in the building, formerly the outside wires were stapled to a tin roof. I instructed Mr. Bell how to ascertain the dew-point and humidity, he has promised to do more careful work in the future.

Welland, Ont., 13th February, 1891.—The rain-gauge at this station was in good order, also one upright thermometer No. 15,081, the other thermometers were destroyed, and the shed and screen all to pieces. It would be useless to attempt to have observations taken here under the existing circumstances, and it is extremely doubtful whether another volunteer observer could be found in the town.

Winnipeg, Man., 19th July, 1891.—The anemometer exposure at this station is particularly good, it is placed on the west tower of the College. The thermometers would be better placed in the large plot of ground where the rain-gauge is situated, at present they are in the small yard adjoining the College. Mr. Warburton says he is too deaf to learn telegraph operating, under the circumstances I insisted that the signals must be repeated back over the telephone.

Indian Head, N.-W. T., 19th July, 1891.—The thermometer and rain-gauge are well exposed, a few slight repairs were necessary to the latter. I selected a good sight for the sunshine recorder which unfortunately had not then arrived, however

I instructed the observer as to its manipulation. Mr. McKay has promised that the observations shall be well and promptly attended to in future.

Qu'Appelle, N.-W. T., 19th July 1891.—Substituted new Green barometer No. 3296 at this station for No. 2741 in use, which was faulty. The downshaft anemometer in use is not well situated. The exposure for wind force could be made very good, a suitable platform should consequently be erected and an electrical anemometer furnished. A regulation fence should be built to carry the thermometer shed. Mrs. Gordon attends to the observations faithfully and is very anxious to do well.

Regina, N.-W. T., 20th July, 1891.—Sergeant Lasserwitz (the observer) was absent on leave, the assistant in charge could not show me the rain-gauge, did not know where it was placed. The thermometers were well situated, but required new suspension hooks. The anemometer exposure is good.

Battleford, N.-W. T., 24th July, 1891.—This station had not been visited for nine years. The newly appointed observer, Mr. L. P. Noel, is a thoroughly reliable and practical man. The instruments were well exposed and in a good order, except the barometer which naturally after such a lapse of time, had become so dirty that it was not readable with any degree of accuracy. I cleaned it thoroughly and it is now in very good condition.

Henrietta, N.-W. T., 25th July, 1891.—Mr. Salsbury the Government telegraph operator at this point, will gladly take maximum and minimum thermometer readings and the precipitation, if furnished with the requisite outfit. As this is a desirable position for a series of observations of the character, I instructed him in the duties required and selected sites for the instruments in the event of their being supplied.

Prince Albert, N.-W. T., 25th July, 1891.—As the exposure at this station from the west, north and north-east direction, (the most useful to our service for forecasting) is good, I placed the electrical anemometer on the platform which had originally been erected on the top of the college, for carrying a downshaft anemometer. This latter was completely worn out and apparently had never been used. The wires from the electrical anemometer are run through the building to the anemograph in the study, where also the barometer is now placed. The thermometer and rain-gauge are well situated, but a new thermometer shed was required. Miss MacKay is painstaking and does her best, but at this station, one of the most important we have in the north west owing to its northerly position, we should certainly have a thoroughly well trained and practical observer, one who is able to keep electrical instruments in order both telegraphic and meteorological. Canon Flett, the nominal observer, allows Miss MacKay a certain sum for doing the work. The Canon would like the railway Agent to supersede Miss MacKay as observer. I have to report that the railway station is in no way suitable for an observing point.

Calgary, N.-W. T., 29th July, 1891.—I found Mr. Thos. O'Brien attending to the observations here, he quite understood the work and appeared careful. The rain-gauge was poorly exposed and the thermometer shed much out of repair. The barometer was very opaque and received the requisite cleaning. There is no exposure for an anemometer and there is none in use. Mr. Cayley informed me that he considered that as long as he supplied a man to do the work that was all that should be required, and that he had no intention of taking the observations himself.

Victoria, B.C., 2nd August, 1891.—The pole carrying the anemometer had worked very loose and required restaying; it also needed painting, together with the fence surrounding it, the better to preserve them. Mr. Reed has the instruments all in good order and well exposed, and conscientiously attends to the duties. The barometer, which was becoming opaque, with a small amount of air in it I cleaned and rectified.

Quamichan, B.C., 3rd August, 1891.—This station had never before been inspected. Mr. Lomas has the work here carefully attended to. No complete thermometer shed has ever been used at this station, the inner screen only was furnished to him by a previous observer.

Vancouver, B.C., 5th August, 1891.—Interviewed Mr. Abbott, the superintendent of the British Columbia Division of the Canadian Pacific Railway, re the establishment of the stations at Griffin Lake and the Glacier. He informed me that his company intended to have the observations carefully and promptly attended to at these stations, and at the same time he notified the agents to this effect.

Port Moody, B.C., 6th August, 1891.—This station is situated thirty-five feet above sea level and surrounded by lofty mountains. I cleaned and renovated the barometer which was very opaque with a large amount of air in it (.057 inches). A new rain-gauge was required together with a cup for the wet bulb. An anemometer is quite useless in this sheltered place. The observations are carefully and conscientiously taken.

Agassiz, B.C., 7th August, 1891.—Mr. Sharpe, the manager of the Experimental Farm here, is not yet in his house. The reason given for the indifferent manner the observations have been attended to, he expects to be settled shortly when the instruments will be placed conveniently near to the residence, and he will attend to the work himself. I placed the sunshine recorder in the best obtainable position and gave the necessary instructions. The very high mountains on every side preclude this as a good place for sunshine records. Maximum thermometer 1133 being useless, it was necessary to substitute a new one. The rainfall will be accurately measured in future.

Spence's Bridge, B.C., 8th August, 1891.—The barometer was dirty and carelessly suspended against the wall without a case. I cleaned it thoroughly, put it in a case and placed it in another portion of the office where a better light was obtainable. I also cleaned and adjusted the spare barometer and placed it in the observer's residence. The thermometer will now be situated adjoining the residence. There is no exposure for an anemometer, consequently the force of the wind will be estimated. It will be necessary to run a loop line to the office to insure the prompt despatch of the signals. Instructed Mr. Murray in all the duties required, laying particular stress as to the humidity and the dew point, and the use of the telegraph cypher.

Griffin Lake, B.C., 9th August, 1891.—I placed the instruments in position at this station and instructed the agent in the duties required.

Glacier, B.C., 10th August, 1891.—I placed the instruments in position at this station and instructed the agent in the duties required. Here as at Griffin Lake, the spirit in the minimum thermometer was much detached, proving how liable this is to occur when thermometers are forwarded by express.

Donald, B.C., 12th August, 1891.—The thermometers were badly exposed, the shed being placed on a table and facing the west. This exposure will be rectified. The minimum thermometer was reading 10 too high, caused by an error in the scale.

Banff, N.-W.T., 12th August, 1891.—The instruments here are poorly exposed in the wooded portion of the park. Should this ever be made a telegraph reporting station and as such, owing to its elevation, it would undoubtedly be of much service, a more suitable place should be selected for the instruments. The high ground adjoining the Canadian Pacific Railway Hotel would be a good place and it is possible a well-equipped meteorological observatory would be of much interest to the majority of the guests at the Hotel. The anemometer should be placed on the summit of Tunnel Mountain where a good spot is to be found for the erection of the requisite platform, and the running of the wires to the proposed building one and a half miles below would be an easy matter at little cost. I placed a barometer at this station and instructed Mr. McLeod thoroughly in its manipulation, as well as in the taking of the dew point and humidity. Mr. McLeod attends to the duties with care and diligence.

Edmonton, N.-W.T., 18th August, 1891.—Although this station had been in existence for eleven years, it had never before been inspected. The barometer was in a very dilapidated condition, there was no attached thermometer, the cistern was excessively opaque, and it contained air to the amount of .036 inches. I thoroughly renovated the barometer leaving it reading correctly. The anemometer, a combined

downshaft, was placed on a low building and quite sheltered and consequently useless. A good wind exposure is procurable by the erection of a platform thirty-five feet high, and as this is an important point, I recommend that this be built and that an electrical anemometer be supplied. The thermometers are in good order, a new shed however was required. The rain-gauge is well exposed. Mr. Taylor is a good observer and a practical electrician, he assures me that he is in no way to blame when the signals are delayed, that he is always on hand on time, and does his best to get them off.

Swift Current, N.-W. T., 22nd August, 1891.—I cleaned the barometer at this station as it was becoming dirty. Mr. Knight has moved to a small house adjoining the railway station where the exposure for the instruments is not as good as in the old position, this is especially the case with regard to the anemometer.

Medicine Hat, N.-W. T., 20th August, 1891.—I removed the instruments to Mr. J. K. Drinnan's House and thoroughly instructed him in the duties. Mr. Drinnan is the newly appointed observer at this station and will, I think, do careful work. The thermometer shed required some repairing, a new rain-gauge was also necessary. The barometer received the requisite cleaning, the glass of cistern is badly cracked.

Maple Creek, N.-W. T., 23rd August, 1891.—The readings of the maximum and minimum thermometers will be taken at this station. The porcelain scale of the thermometer now in use is broken. The agent of the Canadian Pacific Railway here continues to take the observations well and carefully.

Balgonie, N.-W. T., 24th August, 1891.—Mr. Webb, the manager of the Kaye farm at this place will undoubtedly make a reliable observer. I selected sites for the instruments and instructed him in the requisite duties.

Brandon, Man., 26th August, 1891.—Mr. Bedford, manager of the Experimental Farm here, has the observations well and carefully taken. The instruments are well exposed and in good order. An extra minimum thermometer has been furnished in order to ascertain the difference in the night temperature between the adjoining high and low land. A sunshine recorder has also been supplied.

Portage La Prairie, Man., 27th August 1891.—The Rev. A. H. Finch takes much interest in the work and is a good observer. He has charge of the electrical flash light at this point to warn the surrounding country of anticipated frosts during the harvest season. The exposure for the instruments is fair. An extra thermometer for determining the dew point has been supplied.

Minnedosa, Man., 28th August, 1891.—This station had not been inspected for nine years. The instruments are more poorly exposed than in any other first class station that I have visited in Canada. They are situated in a valley, and the minimum thermometer by actual test reads  $2^{\circ}$  lower than on the surrounding high land. The anemometer is of course useless. The observer the Rev. Mr. Wellwood says it is impossible for him to move to a more suitable position as he owns the house that he occupies. The thermometer shed was in a very dilapidated condition with no fence. A regulation structure will be erected further up the hill for the thermometers, this should improve the exposure somewhat. The barometer which was very opaque received the requisite cleaning.

Oak Bank, Man., 31st August, 1891.—This station had never been inspected before. The rain-gauge exposure was good, but that of the thermometers useless; they were placed about a foot from the ground and protected by a board covering. The minimum was not an official thermometer, and the maximum was broken. Mr. R. E. W. Goodrich seems anxious to do good work, so he has been supplied with a proper outfit.

Fort Osborne, Man., 1st September, 1891.—The temperature observations here are carefully taken under the supervision of Dr. Codd, the regimental surgeon, and should prove a valuable series.

Stony Mountain, Man., 2nd September, 1891.—The thermometers and anemometer are very poorly exposed here on a platform about sixteen feet from the ground. The catch of tube of maximum thermometer was broken permitting it to slide in the

scale. The rain-gauge was worn out, the rainfall had been entered at just double the actual amount. The barometer is correct. The present observer had received little or no instruction in the observations before my visit. As apparently little interest is manifested in the observations at this place, and the convict most available seems to be deputed to take them, I recommend that this station be abolished, as its proximity to Winnipeg makes it of small value.

Elkhorn, Man., 3rd September, 1891.—The maximum thermometer was in error at this station, and the shed was not suitable for the thermometers furnished. The exposure is good and Mr. Mowat is a painstaking and careful observer. He has by his request been supplied with a frame and forms, and will post the Manitoba "Probabilities" for the benefit of the farmers in the neighbourhood.

Virden, Man., 4th September, 1891.—I called twice at this station but on each occasion the house was closed, the family being away. I was, however, able to inspect the thermometers and rain-gauge, and these instruments were in very good order and well exposed.

I have the honour to be, Sir,

Your obedient servant,

B. C. WEBBER,

*Inspector.*

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### MAGNETIC OBSERVATORY,

TORONTO, 4th February, 1891.

The Honourable

The Minister of Marine and Fisheries,  
Ottawa.

SIR,—I have the honour to submit herewith the report on this observatory for the period 1st October 1890 to 31st October 1891.

During the above period the six daily magnetical and meteorological eye observations taken at 6 and 8 a.m. 2, 4, 10 p.m. and midnight have been continued as usual. On Sundays the hours of observations are 8 a.m. and 2 p.m. Absolute determinations of the magnetic elements have also been made—the self, recording declination, bifilar and vertical force magnetographs have been kept in operation, as also the barograph and thermograph.

Hourly measurements of the curves with the exception of the vertical force have been made and the results abstracted. We have now over 11 years of hourly readings tabulated, the daily and hourly means of which have been obtained. Continuous photographic records are available from 1875. Eye observations to check the photographic records have been regularly kept up, the agreement being satisfactory. In January the zeros of the thermograph standards were found to have changed slightly, the corrections will be used from that date forward.

In June the barograph clock and cut-off apparatus was dismantled and cleaned and put into good working order. The magnetic driving clock was also dismantled, its action for some time previous being erratic, it was thoroughly overhauled; since then it has worked much more satisfactorily. It may be remarked that this clock has been in the Observatory over fifty years. The argentic bromide paper continues to give good results there being no photographic failures during the year. In January it was found necessary to alter the angles of the declinometer and bifilar mirrors; the former ordinate was getting too large with the increasing westerly declination and the bifilar the reverse on account of loss of magnetism.

The most important magnetic storms occurred on the 7th and 8th of November 1890, 31st March, 1891, 12 April, 14th, 15th and 16th of May, 28th and 29th August, 9th, 10th and 11th of September, the disturbance being particularly marked on the night of the 9th.

## TIME SERVICE.

The time exchanges with Montreal, Quebec and St. John have all been registered on the chronograph at Toronto, the comparisons taking place during the afternoon with Montreal and Quebec, and in the evening with St. John.

During the year the time at Halifax has also been regularly compared with that at Toronto, the comparisons taking place during the same evening as that with St. John.

The errors of the Toronto clock, and of the time-pieces used by the observers elsewhere, are computed from the latest observations.

The examination of the monthly clock and chronometer comparisons and transit observations, sent in from the observatories at Quebec and St. John, has been performed.

During the year observations of 783 stars and 1 solar observation were made from which the time at the Toronto Observatory was obtained. The position of the stars used in the reductions are from the "Berliner Jahrbuch." The collimation error of the transit instrument has been determined frequently from micrometrical measurements on the collimating telescope and by reversals on "Polaris" and other stars.

The following table shows the difference between the time by standard observer and that given at the various exchanges.

The sign + indicates that the time as sent from the various observatories is faster than that by the standard observer.

|                      | Toronto. | Montreal. | Quebec. | St. John. |
|----------------------|----------|-----------|---------|-----------|
| 1890.                | Secs.    | Secs.     | Secs.   | Secs.     |
| October 8th .....    | +0·06    | -0·06     | -2·15   | -1·52     |
| do 31st .....        | -0·27    | -0·27     | -1·23   | -1·36     |
| November 21st .....  | -0·10    | -0·10     | -0·15   | -1·53     |
| December 10th .....  | -0·68    | -0·68     |         |           |
| do 30th .....        | +0·23    | -0·23     | +3·70   | -1·78     |
| 1891.                |          |           |         |           |
| January 21st .....   | +0·18    | -0·18     | -1·32   | -1·63     |
| February 6th .....   |          |           | -3·02   | -0·74     |
| do 25th .....        | +0·36    | -0·36     | +0·03   |           |
| March 17th .....     | -0·11    | -0·11     | -0·11   | +0·31     |
| April 3rd .....      | 0·00     | 0·00      | +0·54   | +0·08     |
| do 20th .....        | +0·29    | -0·29     | 0·00    | -0·20     |
| May 7th .....        | +0·28    | -0·28     | -2·10   |           |
| do 21st .....        | -0·15    | -0·15     | +0·03   | -0·06     |
| June 9th .....       | -0·15    | -0·15     | -0·38   |           |
| do 25th .....        | -0·15    | -0·15     | +1·45   | -0·36     |
| July 9th .....       | +0·09    | -0·09     | -0·67   | -0·93     |
| do 31st .....        |          |           | -0·07   | -0·71     |
| August 27th .....    | -0·23    | -0·23     | +0·77   | -1·28     |
| September 11th ..... | -0·11    | -0·11     | -0·08   | -1·67     |
| October 5th .....    | -0·04    | -0·04     | -0·08   | -1·39     |
| do 30th .....        | -0·01    | -0·01     | -1·39   |           |
| November 13th .....  | -0·34    | -0·34     | +0·53   | -0·99     |

The time by standard observer is obtained by taking the arithmetical mean of the times as determined at Toronto and Montreal, after applying the personal equations between the observers and the director of the Magnetic Observatory, whose absolute equation is known to be almost insensible.

NOTE.—Where no change has been made with Montreal the Toronto time corrected for its observer's personal equation is adopted as standard time for the comparisons with Quebec and St. John.



The result of the exchanges between the observatories at Toronto and St. John would seem to indicate that the longitude of the latter observatory is in error to the amount of nearly one second in time.

The director was invited to attend the Meteorological Conference to be held at Munich on the 26th August, also to the meeting of the International Polar Commission to be held at the same place on 3rd September, but owing to his services being required by the department at the time, he was unable to accept the invitation.

All of which is respectfully submitted.

I have the honour to be, Sir,

Your obedient servant,

CHARLES CARPMAEL,

*Director.*

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METEOROLOGICAL OFFICE,

TORONTO, 5th February, 1892.

The Honourable

The Minister of Marine and Fisheries,  
Ottawa.

SIR,—I have the honour to submit herewith the report on the Tidal Service for the year ended 31st December, 1891.

The observations of last year taken at Canso have been worked up and the working of those at Liscomb is nearly completed. The results obtained at Canso are unsatisfactory, and the measuring of the trace for Liscomb proved very difficult owing to various causes chief of which has been the failure of the points on the feed roller of the gauge to mark the paper. Before using this gauge at another station this difficulty will have to be remedied.

The large amount of work entailed by extensions of the Meteorological Service prevented anything being done until late in the season towards placing new tide gauges; and it was not until October that I left the Central Office to do what could be done in this direction. I first visited several places on the St. Lawrence above Quebec in company with Messrs. Howden and Cowie, of the Public Works Department to whom I am indebted for many valuable suggestions.

Cap à la Roche.—The first place visited was Cap à la Roche. Here observations have already been taken for various short periods. These observations will if possible be worked up, but I fear that they are not sufficiently continuous to yield very satisfactory results. I would recommend that the old gauge be replaced here as soon as navigation opens in the spring and as long a series as possible be obtained there while the signalling station is in operation.

From Cap à la Roche it is twelve miles to the Richelieu Rapids and at the foot of the rapids is Point Platon. A gauge could be placed at the lower end of the wharf. It would require to be strongly protected with timbers as otherwise it would be in danger when the ice shove occurred in the spring. Between Point Platon and Cap à la Roche the character of the tides completely changes. At the former the lowest occurs at low water of spring tides whilst at the latter it occurs at low water of neap tides.

Short series of observations might also be taken at Pointe aux Trembles and either at St. Nicholas or Cap Rouge.

At Levis it is desirable that a gauge should be permanently established. It might conveniently be placed at the end of the caisson recess, at the dry dock. This arrangement would have the advantage of enabling the depth of water at any time at the entrance to the dock to be accurately predicted. It would be here easy to provide for the gauge being properly attended to, and no difficulty would be experienced from the formation of ice.

The next station visited was Father Point. There the well will be connected with deep water by a pipe about two hundred and seventy feet in length. The work was at once put in hand and is now in an advanced state but was stopped by the cold weather and cannot be completed until the spring.

St. John.—After careful examination of various sites including the Intercolonial Railway wharf, the Beacon Light and Partridge Island, it was concluded that the best would be the corporation wharf near the customs house. As the observer in connection with the Meteorological and Time Service has an office in the customs house this would also be a very convenient point. The city in view of the usefulness of the observations to the city would probably grant the right of using their wharf free of charge, and a committee of the council was appointed to look into the matter. It was found however that there was an unexpired lease of the wharf which prevented the arrangements being completed at once; but I hope before long to be able to put the work in hand and in a very short time afterwards the gauge could be started.

The next place visited was South West Point, Anticosti. A site was selected near the lighthouse, where there was a cleft in the rock immediately over deep water. There will be no difficulty in placing a gauge at this point, but owing to the lateness of the season it was impossible to undertake the work before the spring.

The Halifax tide tables for 1891 were distributed at the beginning of the year to the collectors of customs along the south coast of Nova Scotia. Those for 1892 were distributed in the same way in December and can be obtained from them.

It is proposed to push the placing of gauges as soon as navigation opens in the spring.

All of which is respectfully submitted.

I have the honour to be, Sir,

Your obedient servant,

CHARLES CARPMAEL,

*Director.*

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REPORT ON THE MCGILL COLLEGE OBSERVATORY FOR THE YEAR  
ENDING 31st DEC., 1891.

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WM. SMITH, Esq.,

Deputy Minister of Marine.

SIR,—I have the honour to present the report on this observatory for the year 1891.

*Meteorological Observations.*—The usual meteorological observations have been continued without interruption and the results have been published in the Montreal Gazette and Canadian Record of Science. An abstract for the year is appended hereto.

*Time Service.*—Determination of clock errors have been made on 114 nights by the observation of 619 stars. The instant of mean-noon has been given to the shipping, and other time signals have been distributed throughout the city and Dominion as in former years. The Ottawa time-service is still I regret to say a source of annoyance, owing to the imperfect arrangements at Ottawa.

The system of time exchanges with the Toronto Observatory has been continued with the following results.—The average difference between the mean-time of the two observatories, on the sixteen days on which exchanges were made was  $0^{\circ}17''$  and the greatest difference on any one day was  $0^{\circ}38''$ . The comparisons give a "probable error" for the time of one observatory as compared with that of another, at any instant, of  $0^{\circ}08''$ .

*Longitudes.*—Arrangements for the direct longitude determination, between Montreal and Greenwich, are practically completed. The transit instruments loaned by the Royal Observatory, and the special electrical apparatus constructed under the direction of the Astronomer Royal, by Messrs. Siemens Bros., were received at the end of August. The chronographs to be used in the Canadian portion of the work are of similar construction, and were made by Messrs. Fauth and Co., Washington.

The Commercial Cable Co's station at Hazel Hill, Nova Scotia, was visited in the month of June last. Certain preliminary experiments on transmission through the cable were made, and a shelter and pier for an Astronomical Station erected.

The experiment on cable transmission by automatic repetition of the signals between the land lines and the cables gave very encouraging results. A large number of signals were sent from Montreal to Waterville, Ireland, and back to Montreal on June 7. The total transmission time, including seven repetitions on land line instruments and two repetitions on the specially designed cable repeaters ranged between  $1^{\circ}00''$  and  $1^{\circ}10''$ , the average time being  $1^{\circ}04''$ . The Circuit included 1,720 miles of land lines and about 6,000 miles of cable. On June 21st signals were sent through the cable from Hazel Hill to Waterville and back with the two cable repeaters only in the circuit. The average transmission time was  $0^{\circ}67''$  and it ranged between  $0^{\circ}63''$  and  $0^{\circ}70''$ , as measured on the trace of the siphon recorder. It is expected that observations will be commenced about 15th April next and continued throughout the summer.

*Sunspots.*—The observations of sunspots by the projection method have been continued throughout the year. The results for the year ending 2nd May, 1891 are being published in the Transactions of the Royal Society of Canada. Owing to lack of assistance no work has been done with the photoheliograph during the year.

*Soil Temperatures.*—The observations described in last year's report have been continued, the couples remaining in the same position and at the same depths. I regret to say that this work cannot be continued beyond the present year, unless additional assistance in the observatory is provided for.

*General.*—Upwards of 1,000 applications for information have been received and answered throughout the year. The movement for an approved site for the observatory has not advanced materially beyond the stage in which it was reported to be one year ago.

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Mr. E. H. Hamilton, B.A. Sc., who for many years has filled the office of assistant in the observatory, has resigned in order to take an important position in chemical engineering in New York. Mr. Robert Bickerdike, jr., B.A., Sc., has satisfactorily performed the duties of assistant since 1st July last.

Respectfully submitted.

C. H. McLEOD,  
*Superintendent.*

MONTREAL,        }  
2nd February, 1892. }

## METEOROLOGICAL ABSTRACT

OBSERVATIONS made at McGill College Observatory, Montreal, Canada.—Height

| MONTH.                                   | THERMOMETER. |                               |          |          |                   | * BAROMETER. |          |          |                   | † Mean pressure of vapour. | ‡ Mean relative humidity. | Mean dew point. |
|--|--------------|-------------------------------|----------|----------|-------------------|--------------|----------|----------|-------------------|----------------------------|---------------------------|-----------------|
|  | Mean.        | Deviation from 17 year means. | Maximum. | Minimum. | Mean daily range. | Mean.        | Maximum. | Minimum. | Mean daily range. |                            |                           |                 |
| January .....                            | 15.38        | + 3.38                        | 38.5     | -15.0    | 13.88             | 30.0308      | 30.719   | 28.874   | .307              | .0826                      | 81.8                      | 10.7            |
| February .....                           | 17.36        | + 1.77                        | 45.2     | -13.0    | 19.11             | 29.9984      | 30.725   | 29.225   | .373              | .0886                      | 77.7                      | 11.4            |
| March .....                              | 25.94        | + 1.95                        | 49.0     | - 2.1    | 14.18             | 30.1157      | 30.659   | 29.118   | .243              | .1098                      | 72.1                      | 18.0            |
| April .....                              | 42.19        | + 2.43                        | 72.0     | 21.8     | 18.19             | 29.9198      | 30.538   | 29.441   | .214              | .1862                      | 67.3                      | 31.5            |
| May .....                                | 52.36        | - 2.09                        | 80.0     | 31.7     | 20.84             | 29.9845      | 30.312   | 29.608   | .162              | .2513                      | 61.7                      | 38.5            |
| June .....                               | 65.17        | + 0.67                        | 90.0     | 40.4     | 19.98             | 29.9192      | 30.246   | 29.620   | .114              | .4052                      | 63.6                      | 51.6            |
| July .....                               | 66.33        | - 2.50                        | 86.8     | 45.6     | 17.00             | 29.9401      | 30.357   | 29.568   | .131              | .4564                      | 70.9                      | 55.9            |
| August .....                             | 66.65        | - 0.30                        | 90.2     | 50.6     | 17.40             | 29.9422      | 30.283   | 29.469   | .140              | .4750                      | 73.0                      | 57.0            |
| September .....                          | 62.29        | + 3.56                        | 83.5     | 42.5     | 17.12             | 30.0870      | 30.473   | 29.732   | .167              | .4285                      | 74.9                      | 53.9            |
| October .....                            | 45.14        | + 0.08                        | 80.1     | 24.0     | 13.45             | 30.0241      | 30.762   | 29.550   | .218              | .2416                      | 76.6                      | 37.9            |
| November .....                           | 35.10        | + 2.87                        | 60.4     | 0.0      | 17.21             | 30.0406      | 30.620   | 29.013   | .265              | .1673                      | 74.4                      | 28.0            |
| December .....                           | 29.71        | +10.75                        | 52.5     | - 4.0    | 14.11             | 30.0365      | 30.725   | 29.272   | .303              | .1387                      | 78.4                      | 23.5            |
| Sums for 1891..                          |              |                               |          |          |                   |              |          |          |                   |                            |                           |                 |
| Means for 1891..                         | 43.63        | + 1.88                        |          |          | 16.87             | 30.0032      |          |          | .220              | .2523                      | 72.7                      | 34.8            |
| Means for 17 years ending Dec. 31, 1891) | 41.75        |                               |          |          |                   | 29.9781      |          |          |                   | .2495                      | 74.3                      |                 |

\* Barometer readings reduced to 32° Fah., and to sea level. † Inches of mercury. ‡ Saturation, 100 that it has been lower than the average for 17 years, inclusive of 1891. The monthly means are derived and wind vane are on the summit of Mount Royal, 57 feet above the ground, and 810 feet above sea level.

The greatest heat was 90.0 on 16th June; greatest cold 15.0 below zero on January 17th; extreme 1st January; least range was 4° 1 on 21st Aug. The warmest day was 13th July, when the mean temperature was 66.65. The highest barometer reading was 30.725 on 14th February and 31st December; the lowest was 28.874 on 7th June. The greatest mileage of wind recorded in one hour was 59 on 3rd March, and the greatest resultant direction of the wind for the year was S. 52° W., and the resultant mileage, 51,200. Auroras Lunar halos on 8 nights. Lunar coronas on 4 nights. Solar halos on 3 days, and on 6th December, city, on 27th March, and snow all gone on open ground on 10th April. The first snowfall of the autumn

NOTE.—The yearly means above are the average of the monthly means, except for the velocity of the

FOR THE YEAR 1891.

above sea level, 187 ft. Latitude N. 45° 30' 17". Longitude 4<sup>h</sup> 54<sup>m</sup> 18<sup>s</sup> 55 W.

C. H. McLEOD, Superintendent.

| WIND.                |                                  | Sky clouded per cent. | Per cent. possible bright sunshine. | Inches of rain. | Number of days on which rain fell. | Inches of snow. | Number of days on which snow fell. | Inches of rain and snow melted. | Number of days on which rain and snow fell. | Number of days on which rain or snow fell. | MONTH.                                   |
|----------------------|----------------------------------|-----------------------|-------------------------------------|-----------------|------------------------------------|-----------------|------------------------------------|---------------------------------|---|--|--|
| Resultant direction. | Mean velocity in miles per hour. |                       |                                     |                 |                                    |                 |                                    |                                 |   |  |  |
| N. 43° W.            | 15·6                             | 74·8                  | 29·0                                | 1·29            | 6                                  | 21·0            | 23                                 | 3·30                            | 5   | 24   | January.                                 |
| S. 32° W.            | 17·3                             | 66·8                  | 38·7                                | 1·62            | 8                                  | 18·7            | 15                                 | 3·14                            | 5   | 18   | February.                                |
| S. 87½° W.           | 15·6                             | 54·6                  | 54·7                                | 2·65            | 9                                  | 16·3            | 8                                  | 3·92                            | 2   | 15   | March.                                   |
| S. 72° W.            | 16·2                             | 68·1                  | 41·5                                | 2·38            | 12                                 | 7·1             | 6                                  | 3·26                            | 2   | 16   | April.                                   |
| S. 58½° W.           | 14·7                             | 59·9                  | 55·3                                | 1·71            | 12                                 | .....           | 1                                  | 1·71                            | 1   | 12   | May.                                     |
| S. 72½° W.           | 15·0                             | 58·6                  | 58·4                                | 1·75            | 8                                  | .....           | .....                              | 1·75                            | .....                                       | 8  | June.                                    |
| S. 34° W.            | 13·0                             | 57·1                  | 52·9                                | 4·80            | 20                                 | .....           | .....                              | 4·80                            | .....                                       | 20   | July.                                    |
| S. 44½° W.           | 10·8                             | 53·0                  | 58·4                                | 3·70            | 14                                 | .....           | .....                              | 3·70                            | .....                                       | 14   | August.                                  |
| S. 71° W.            | 11·6                             | 44·0                  | 62·7                                | 1·03            | 14                                 | .....           | .....                              | 1·03                            | .....                                       | 14   | September.                               |
| S. 67° W.            | 13·0                             | 60·0                  | 41·9                                | 2·38            | 13                                 | 1·5             | 3                                  | 2·53                            | 2   | 14   | October.                                 |
| S. 24½° W.           | 16·3                             | 72·0                  | 35·9                                | 2·71            | 13                                 | 3·5             | 7                                  | 3·06                            | 3   | 17   | November.                                |
| S. 40° W.            | 20·9                             | 64·8                  | 37·7                                | 2·14            | 11                                 | 12·0            | 11                                 | 2·34                            | 5   | 17   | December.                                |
| S. 52° W.            | 14·99                            | 61·1                  | 47·3                                | 28·16           | 140                                | 80·1            | 74                                 | 35·54                           | 25  | 189  | Sums for 1891.                           |
| .....                | .....                            | .....                 | .....                               | .....           | .....                              | .....           | .....                              | 2·98                            | .....                                       | 16   | Means for 1891.                          |
| .....                | *15·27                           | 61·4                  | \$46·2                              | 28·13           | 134                                | 122·0           | 83                                 | 39·97                           | 16  | 201  | Means for 17 years ending Dec. 31, 1891. |

§ For 10 years only. \* For 5 years only. ¶ “+” indicates that the temperature has been higher; “—” from readings taken every 4th hour, beginning with 3h. 0m., Eastern Standard time. The anemometer

range of temperature was therefore 105° 0. Greatest range of the thermometer in one day was 49·9 on perature was 77·22. The coldest day was 16th January, when the mean temperature was 6°·7 below zero. on 12th January, giving a range of 1·851 for the year. The lowest relative humidity was 25 on 13th May velocity in gusts was at the rate of 72 miles per hour. The total mileage of wind was 131,316. The were observed on 12 nights. Fogs on 26 days. Hoar-frost on 17 days. Thunder storms on 18 days. coloured halos of 22° and 46°, with contact arcs and parhelia. The sleighing of the winter closed, in the was on 11th October. The first sleighing of the winter was on 7th December.

wind.

## APPENDIX "A."

## THE QUEBEC OBSERVATORY.

QUEBEC, 27th November, 1891.

To the Director, Meteorological Service,  
Toronto.

SIR,—I have to submit the following report of the Quebec Observatory, for the year ending the 31st October last:—

There has been no change in connection with the duties.

I had occasion during the year to draw your attention to the fact that the shipping interests of this harbour greatly feel the want of an advertisement notifying them of the Greenwich time at which the "ball" drops, and hope that, as at present arranged, this difficulty is overcome.

The harbour of Quebec is very differently arranged to-day to what it was at the time the "ball" service was instituted; at that time vessels, when not in the "stream," were entered for loading at the wharfs where, very generally, a view of the "Time Ball" could be got; to-day, since the construction of the Harbour Works, a large proportion of the vessels load at these works at the mouth of the St. Charles River, from where the "Time Ball" is not visible. I have casually discussed this matter with the Collector of Customs here, suggesting that the difficulty would be overcome by placing a "Time Ball" on the Custom House, if he could supply the labour necessary to the hoisting, etc., of the "ball." The matter was quite unofficially discussed between us. Considering the importance of the suggested extension of this service, I mention it here, so that if you think well of it, the necessary steps may be taken to carry it out.

I am, &c.,

W. A. ASHE, F.R.A.S.,  
*Director, Quebec Observatory.*

## APPENDIX "B."

## THE OBSERVATORY,

ST. JOHN, N. B., 31st October, 1891.

CHARLES CARPMAEL, Esq., M.A., F.R.A.S.,  
Director Meteorological Service of Canada.  
Toronto.

SIR,—I have the honour of submitting the following report on this observatory under my charge since the death of the late director, 7th July 1891.

The chief station routine of meteorological observations have been carefully attended to, and copies of the records forwarded to Toronto.

The time service has also received my careful attention. Observations of stars with the transit instrument for the correction of clock errors and rates have been made at short intervals. Comparisons of the clocks are made before and after observing, also immediately before giving the daily time signal for the benefit of the shipping and others: this signal is given by dropping the time ball at 1 p.m. local time.

The City Council at a late meeting decided that it would not be advisable to adopt standard time of the 75th Meridian, which is the time used by the railways in this section.

Time exchanges with the Toronto Observatory indicate that the longitude used at this Observatory is in error, something about one second of time. I trust you will soon be able to arrange for an exact determination of our longitude.

Storm Signals have in all cases been promptly hoisted at the signal station by Mr. J. Drake, signal officer.

I have the honour to be, Sir,

Your obedient servant,

D. L. HUTCHINSON,  
*Acting Director.*

## APPENDIX No. 5.

REPORT OF THE CHAIRMAN OF THE BOARD OF STEAMBOAT  
INSPECTION FOR THE YEAR ENDING THE 31st  
DECEMBER, 1891.

CHAIRMAN'S OFFICE, OTTAWA, 31st December, 1891.

Hon. CHARLES H. TUPPER,  
Minister of Marine and Fisheries,  
Ottawa.

SIR,—I have the honour to submit herewith my annual report for the year ending the 31st December 1891.,

## BOARD MEETINGS.

Sessions of the board were held at Toronto from the 26th December ult., to the 5th January, 1891, when rules were formulated for the inspection of water tube boilers for steamboats (which were approved by an Order in Council on the 14th day of May following) and for the examination of engineers. The members of the board were:—James Johnston, boiler inspector, Toronto; O. P. St. John, boiler inspector, Toronto; Thomas Harbottle, hull inspector, Toronto; W. J. Meneilley, chairman, Ottawa.

A quorum of the board met at Kingston on the 7th and 8th of January and inspected the steamer "Wherenow," in which a water tube boiler had been fitted, but could not be passed by the inspector, the board recommended additional stays to the boiler, which were afterwards made, and the boiler passed by the inspector. There were also several engineers examined by the board at Kingston.

Sessions of the board were held at Toronto from the 3rd to the 10th of March, for the examination of engineers and revision of rules for the inspection of steamboats, their boilers and machinery, and for the examination of engineers.

Inspector O. P. St. John retired from the service on the 16th of April. "Owing to the steady increase of the work in this division and the reduction of the staff here through the removal of the chairman to Ottawa, it is almost impossible for the Inspectors to meet the demands upon our time and attention."

I proceeded to Toronto 20th April, and on the 21st of April, with Inspectors Ed. Adams of Kingston, J. Johuson, and Thos. Harbottle of Toronto, forming the board, commenced the examination of Mr. John Dodds and Wm. Lee Waring, candidates for the office of steamboat inspector in the West Ontario and in the Maritime Provinces Divisions, respectively. The examination of Mr. Dodds was completed on the 27th April, passed, and of Mr. Waring on the 29th of April, failed; during this session of the board the members were (excepting the chairman) compelled to be absent inspecting steamboats, which somewhat delayed the examination of the candidates.

Mr. John Dodds commenced his duties as steamboat inspector on the 29th of April, the press of work respecting steamboats necessitated this course which was approved by Order in Council dated the 31st August; Mr. Dodds' salary being fixed at \$1,000 per year by Order in Council of the 26th of May, 1891.

The work being too much for the two inspectors at Toronto since the staff was decreased by the removal of the chairman to Ottawa, and making necessary the appointment of another inspector for Toronto and consequent increase of expenditure, the chairman, after the labours of the board were concluded, remained at



Toronto to direct and assist the Inspectors until the 1st of June, and during this interval held a session of the board to investigate the burning of the steamer "Lillie's" boiler, finding the engineer negligent and unskillful and in fault, recommending the suspension of his certificate for three months.

The Board met on the 12th, 16th and 30th of May to complete business left over on account of inspections of steamboats having to be attended to, the resident members and chairman forming a quorum.

The final session of the Board from the 29th of June to the 7th of July, was for the re-examination of Mr. Wm. Lee Waring, and the examination of Mr. John Doran, candidates for the office of steamboat inspector, Mr. Waring for the Maritime Provinces Division, and Mr. Doran for the West Ontario, at Toronto. Mr. Waring passed, and was appointed to the office by Order in Council dated 31st August, 1891, at \$1,000 per year. Mr. Doran could not attend when the steamboat on which he was engaged was running, nor get an engineer to take his place, he applied to the Department for a postponement of his examination until his steamboat was laid up in the fall, this was granted by the Department, and his examination arranged for the 15th of December, which was again unavoidably postponed indefinitely.

The proceedings of the Board during the year were fully reported to the Department when occurring.

#### INCREASE OF SALARIES.

By Order in Council dated the 25th August, 1891, (and on the recommendation of the Honourable the Minister of Marine and Fisheries, who had under consideration the salaries paid to steamboat inspectors in Canada as compared with salaries paid in Great Britain and the United States), the salary of the chairman was increased from \$1,600 to \$1,700 per year, and the salaries of Inspectors, C. R. Coker and Thomas Donnelly from \$1,200 and \$800 to \$1,300 and \$850 respectively.

#### AMENDMENTS TO THE STEAMBOAT INSPECTION ACT.

An amendment to the act was passed at the last session of Parliament giving authority to the chairman to approve of examinations of engineers made by inspectors when the Board of steamboat inspection was not sitting, this provision has been acted on, and will in future lessen the expense attendant on engineers' examinations heretofore required to be before the Board, especially as there is no longer, since the removal of the chairman to Ottawa, a quorum of the Board stationed at Toronto.

The amended Act also defines a "passenger to mean any person carried on a steamboat, other than the master and crew and the owner, his family and servants." This is a very important and much needed amendment, the other provisions in the amendment will no doubt be found in the interest of the public service.

#### CASUALTIES.

##### *West Ontario and Huron Division.*

The SS. "Ocean"  $\frac{284}{284}$  tons stranded 2nd July on Lake Ontario shore, 12 miles east of Toronto during a fog, she was floated, and towed to Port Dalhousie where repairs were made costing \$1,800.

The SS. "W. M. Alderson"  $\frac{121}{121}$  tons was burned at Port Dover 4th of August, a total loss.

The SS. "Athabasca"  $\frac{2262}{2262}$  tons collided with the S.S. Pontiac 15th July on the Sault Ste. Marie river, the Pontiac was sunk with 2,500 tons of iron ore. The Athabasca was badly damaged, but proceeded on her trip to Fort William, and after discharging her cargo returned to Detroit where she received repairs amounting to \$20,000.

The SS. "Lothair"  $\frac{413}{413}$  tons waterlogged on Georgian Bay August 21st, loaded with lumber, lost her deck load, and all her houses on deck, was towed into Windsor, and received repairs amounting to \$1,900.

The SS. "Interocean"  $\frac{148}{8}$  tons was burned at Wallaceburg August 23rd: her upper works were completely destroyed.

The Tug "R. S. King"  $\frac{58}{4}$  tons was partially destroyed by fire at Tobermory, September 17th, and is being rebuilt at Owen Sound.

The fishing steamer "Othello,"  $\frac{8}{3}$  tons, while lying at Sault Ste. Marie, Michigan, U.S.A., was run into by the steam barge "Alta" on the 28th of September, a total loss.

The SS. "Sovereign,"  $\frac{812}{8}$  tons, foundered on Lake Superior October 23rd; she was loaded with wheat; vessel and cargo a total loss; the crew escaped in her boats and were picked up by the schooner "Sligo."

The tug "Arbutus,"  $\frac{49}{4}$  tons, partially destroyed by fire at Wallaceburg, December 2nd. Loss, \$2,000.

The steamer "Energy,"  $\frac{116}{0}$  tons, partially destroyed by fire at Wallaceburg 26th December. Loss about \$2,000.

#### *East Ontario Division.*

May 7th.—Tug "Eleanor" left Oswego, N. Y. State, for Kingston, Ontario, at 10 a.m., having two barges in tow. About 2 p.m., it was found she was making water, which, gaining on the pumps and syphon, extinguished the fires in the boiler about 3 p.m. The schooner "Eliza Fisher" took them in tow, and when about five miles north of Main Duck Island, the tug sank, proving a total loss. The crew were taken to Kingston on the barges in tow of the schooner.

May 13th.—Propeller "Glengarry," on her voyage from Fort William to Kingston, broke the crank pin of her engine, going into Detour, Michigan, U.S.A. She was towed from there to Detroit, Mich., where a new crank pin was fitted.

September 11th.—Tug "H. F. Bronson," when opposite Alexandria Bay, River St. Lawrence, broke the crank pin of port engine and proceeded to Kingston with the starboard engine and had a new crank pin fitted.

October 7th.—Steamer "Ella Ross," when approaching the wharf at Rossmore, Bay of Quinte, broke her air pump lever.

November 15th.—Tug "Eliza Bonar," was partially destroyed by fire while lying at the wharf at Belleville. Loss about \$1,800; origin of fire unknown.

#### *Montreal Division.*

The tug "Kate" was sunk at her wharf; cause unknown.

The screw passenger steamer "Eva" was destroyed by fire at her wharf at Buckingham.

The screw tug "Resolute" was destroyed by fire while lying at her wharf at Ottawa.

#### *Quebec Division.*

The steamer "Dagmar," of the Ottawa River Navigation Co., was burned at her winter quarters at Como.

The steamer "Canada," of the Richelieu and Ontario Navigation Co., broke her piston, on the 5th of May, while on the trip to Montreal.

The steamer "Berthier," on her trip down from Three Rivers, broke the strap of her crank pin, also her piston and cylinder, on 14th July.

The steamer "Montreal," of the R. & O. Nav. Co., broke her high pressure cylinder, when leaving Montreal, on the 13th August.

The SS. "Cacouna," of the Black Diamond Line, entering the Louise Basin, Quebec, on the 25th August, struck a pier and stove in a plate on her starboard bow.

The steamer "Laprairie," of the R. & O. Nav. Co., on the 6th October, coming down the rapids from Laprairie, in a fog, struck the rocks and stove in two planks; she was put into dock and repaired.

On the 8th October the steamer "St. Louis" broke her crank pin and cylinder, on her way down to Quebec.

*Maritime Provinces Division.*

November 12th.—The passenger steamer "Heather Belle" was run into and sunk at the mouth of the harbour of Charlottetown, P.E.I., by the SS. "Fastnet," the latter vessel being slightly injured.

December 5th.—The passenger steamer "Acadia," of St. John, N.B., was destroyed by fire at St. John.

December 11th.—The passenger steamer "Neptune," while passing through the railway bridge at Grand Narrows, C.B., ran into one of the piers, carrying away her port paddle box, her crank, and twisting the crank shaft. She is laid up for the winter.

*Manitoba, Keewatin and N.W.T. Division.*

August 6th.—The tug "Glendevon" was burned to the water's edge while lying at her dock at one of the Manitoba Fish Company's stations, on the Little Saskatchewan River; the vessel a total loss, and with the loss of one life, the fireman, Charles Mathews, after getting safely ashore went aboard again to save some valuables, and was overpowered by the flames and smoke and lost his life.

*British Columbia Division.*

December 26th, 1890.—The SS. "Emma" struck a sunken scow when leaving Victoria harbour and sunk. She was raised two days afterwards and repaired.

February 10th, 1891.—The SS. "Pilot" when off Cape Flattery, with the bark "India" in tow, lost one of her propeller blades, which carried away her shoe supporting the rudder. She had to let the bark go and return to Victoria for repairs.

March 7th.—The SS. "Hope" came to anchor at the N.E. end of Ballinac Island with a tow of logs. The wind shifted and drove her ashore, staving in her side and bilge planks. She was hauled out at Victoria and repaired.

March 14th.—The SS. "Nellie," lying at anchor at Howe Sound, with no one aboard, in a gale, dragged her anchor and filled and sunk in deep water, a total loss.

May 20th.—The SS. "Marion," moored at Golden, broke away at night and was carried down rapids in the Columbia River and broken up; a total loss.

September 11th.—The SS. "Lois" struck on Portland Island in a fog, destroyed her outside condenser, and damaged the stem and keel, was repaired at Victoria.

September 23rd.—The SS. "Alpha" caught fire off False Creek, was beached, broke up and became a wreck.

October 11th.—The SS. "Emma," bound to Nanaimo with two scows in tow from Victoria, struck on Mowatt reef, on the inside passage of Trial Island, in a fog, slipped off the reef and sank in deep water; total loss.

Tables A, B, C, D are appended, showing the number of steamboats subject to inspection in the Dominion with their gross tons.

The amount of dues and fees collected.

The increase or decrease as compared with the year 1890:

The number of steamers added to the Dominion, and to each division.

I have the honour to be, Sir,

Your most obedient servant,

W. J. MENEILLEY,

*Chairman Board of Steamboat Inspection.*

**A.—NUMBER of Steam Vessels inspected and known to the Inspectors, in the Dominion and their gross tonnage, during the Year ending 31st December, 1891.**

| Divisions.   | Number of Steamers. | Gross Tonnage. |
|--|---------------------|----------------|
| West Ontario, Huron and Superior.....              | 364                 | 70,905 00      |
| Kingston.....                                      | 140                 | 17,686 22      |
| Montreal.....                                      | 153                 | 22,337 00      |
| Quebec.....  | 141                 | 39,049 50      |
| Maritime Provinces.....                            | 201                 | 35,499 05      |
| Manitoba, Keewatin and North-West Territories..... | 34                  | 5,056 23       |
| British Columbia.....                              | 129                 | 18,244 74      |
| Totals.....  | 1,162               | 208,777 74     |

**B.—DUES and Fees collected on account of Steamboat Inspection, during the Year ending 31st December, 1891.**

| Divisions.   | Amount.   |
|--|-----------|
|  | \$ cts.   |
| West Ontario, Huron and Superior.....              | 7,231 03  |
| Kingston.....                                      | 2,115 33  |
| Montreal.....                                      | 2,408 04  |
| Quebec.....  | 3,799 88  |
| Maritime Provinces.....                            | 3,632 06  |
| Manitoba, Keewatin and North-West Territories..... | 368 28    |
| British Columbia.....                              | 2,003 54  |
| Total.....   | 21,558 16 |

**C.—NUMBER of Steam Vessels with their gross tonnage, and amount of Tonnage Dues and Inspection Fees collected during the Years 1890 and 1891, showing the increase in 1891.**

| Year.         | Number of Steamers. | Gross Tonnage. | Inspection Dues and Fees. |
|---------------|---------------------|----------------|---------------------------|
|               |                     |                | \$ cts.                   |
| 1890.....     | 1,103               | 195,418 89     | 19,716 94                 |
| 1891.....     | 1,162               | 208,777 74     | 21,558 16                 |
| Increase..... | 59                  | 13,358 85      | 1,841 22                  |

D.—STEAM Vessels added to the Dominion during the Year ending 31st  
December, 1891.

| Division.   | Number<br>of<br>Vessels. | Gross Tons. | Registered<br>Tons. |
|---|--------------------------|-------------|---------------------|
| West Ontario, Huron and Superior .....              | 12                       | 2,050·00    | 715·00              |
| Kingston .....                                      | 6                        | 485·88      | 325·48              |
| Montreal .....                                      | 4                        | 235·00      | 121·00              |
| Quebec .....  | 3                        | 1,895·00    | 1,255·00            |
| Maritime Provinces .....                            | 22                       | 3,945·11    | 1,982·92            |
| Manitoba, Keewatin and North-West Territories ..... | 3                        | 383·54      | 260·31              |
| British Columbia .....                              | 32                       | 2,927·41    | 1,864·41            |
| Total .....   | 82                       | 11,921·94   | 6,524·12            |

## APPENDIX No. 6

HALIFAX, 5th November, 1891.

SIR,—I have the honour to submit the annual report of the proceedings of the Board of Examiners of Masters and Mates from the 31st October 1890 to the 31st October 1891.

The Board met for examination of candidates at the port of Halifax 11 times, St. John 12 times, Yarmouth 8 times and Quebec 3 times.

There were in all 34 examinations at the four ports. At Halifax there were 22 applications for masters certificates, foreign-going and 1 coasting; 21 received certificates and 2 failed; 30 applications for mates certificates; 22 received certificates and 8 failed.

At St. John there were 27 applications for masters certificates; 20 were successful and 7 failed; 28 applications for mates certificates; 14 mates received Certificates and 14 failed.

At Yarmouth there were 10 applications for masters certificates, foreign-going and 1 for coasting; 7 masters received certificates and 4 failed; 10 applications for mates certificates, foreign-going and 2 coasting; 6 received certificates and 6 failed.

At Quebec there were 2 applications for masters certificates and 4 for mates; 2 masters and 2 mates were granted certificates.

It will therefore be seen that during the year there were 63 applications for master's certificates of competency and 74 for mates.

50 masters were granted certificates and 13 failed; 46 mates were granted certificates and 28 failed.

There were also 18 service certificates issued for masters and 3 for mates, 13 renewal certificates and one mate's certificate of competency, foreign-going, was granted to a master whose certificate was suspended by the Board of Trade.

The total number of certificate issued by the Department, including competency, service and renewal, was 130 and fees to the amount of nine hundred and four dollars and fifty cents (\$904.50) were collected at the four ports.

This does not however include Coasting and inland certificates granted by the Department after an examination at any other ports, but those above mentioned.

I have the honour to be, Sir,

Your obedient servant,

W. H. SMITH,

*Chairman.*

The Deputy Minister of Marine,  
Ottawa.

## RESULTS of the different Examinations.

| PORT.     | TIME.      | APPLICATIONS. |         | PASSED. |         | FAILED. |        | Fees.   |
|-----------|------------|---------------|---------|---------|---------|---------|--------|---------|
|           |            | Masters       | Mates.  | Masters | Mates.  | Masters | Mates. |         |
|           |            |               |         |         |         |         |        | \$ cts. |
| Halifax.  | November.  | 1             | 1       | 1       | 1       |         |        | 15 00   |
| St. John  | do         | 1             | 3       | 1       |         |         | 3      | 25 00   |
| Quebec.   | December.  | 1             |         | 1       |         |         |        | 10 00   |
| St. John. | do         |               | 4       |         | 3       |         | 1      | 5 00    |
| Halifax.  | do         | 1             | 3       | 1       | 3       |         |        | 15 00   |
| Yarmouth. | do         | 1F* 1C+       | 1       | 1F* 1C+ | 1       |         |        | 18 00   |
| Halifax.  | January.   | 1             | 4       | 1       | 1       |         | 3      | 30 00   |
| St. John  | do         | 2             | 1       |         |         | 2       | 1      | 15 00   |
| Yarmouth. | do         | 1             | 2       | 1       |         |         | 2      | 20 00   |
| Halifax.  | February.  | 2             | 6       | 2       | 3       |         | 3      | 30 00   |
| St. John  | do         | 5             | 4       | 5       | 3       |         | 1      | 55 00   |
| Yarmouth. | do         |               | 3F* 2C+ |         | 2F* 2C+ |         | 1F*    | 13 00   |
| Halifax.  | March.     | 4             | 2       | 4       | 1       |         | 1      | 50 00   |
| St. John  | do         | 2             | 1       | 2       | 1       |         |        | 25 00   |
| Quebec.   | April.     | 1             | 3       | 1       | 3       |         |        | 25 00   |
| Halifax.  | do         | 1C+           | 3       | 1C+     | 3       |         |        | 18 00   |
| St. John  | do         | 3             | 2       | 3       | 2       |         |        | 30 00   |
| do        | May.       | 1             | 2       | 1       | 2       |         |        | 20 00   |
| Yarmouth. | do         | 1             | 1       |         |         | 1       | 1      | 15 00   |
| Halifax.  | June.      | 2             | 1       | 2       | 1       |         |        | 25 00   |
| Quebec.   | do         |               | 1       |         | 1       |         |        | 5 00    |
| St. John. | do         | 1             | 1       |         |         | 1       | 1      | 15 00   |
| Yarmouth. | do         | 2             | 1       | 2       |         |         | 1      | 10 00   |
| Halifax.  | July.      | 2             | 2       | 2       | 2       |         |        | 30 00   |
| St. John  | do         | 2             | 2       | 2       | 2       |         |        | 15 00   |
| do        | August.    | 1             |         |         |         | 1       |        | 10 00   |
| Halifax.  | do         | 2             | 4       | 2       | 3       |         | 1      | 40 00   |
| Yarmouth. | do         | 2             |         |         |         | 2       |        | 20 00   |
| Halifax.  | September. | 5             | 3       | 4       | 3       | 1       |        | 60 00   |
| St. John. | do         | 5             | 3       | 2       |         | 3       | 3      | 55 00   |
| Yarmouth. | do         | 3             |         | 2       |         | 1       |        | 10 00   |
| St. John. | October.   | 4             | 5       | 4       | 1       |         | 4      | 15 00   |
| Halifax.  | do         | 2             | 1       | 1       | 1       | 1       |        | 15 00   |
| Yarmouth. | do         |               | 2       |         | 1       |         | 1      | 10 00   |
| Total.    |            | 63            | 74      | 50      | 46      | 13      | 28     | 769 00  |

\*Foreign. †Coasting.

## CERTIFICATES of Service Granted.

| COASTING. |       |         | INLAND. |       |         |
|-----------|-------|---------|---------|-------|---------|
| Master.   | Mate. | Fees.   | Master. | Mate. | Fees.   |
|           |       | \$ cts. |         |       | \$ cts. |
| 16        |       | 64 00   | 2       |       | 8 00    |
|           | 3     | 6 00    |         |       |         |
| 16        | 3     | 70 00   | 2       |       | 8 00    |

RENEWALS Issued.

| COMPETENCY. |       |         | SERVICE. |       |         |
|-------------|-------|---------|----------|-------|---------|
| Master.     | Mate. | Fees.   | Master.  | Mate. | Fees.   |
|             |       | \$ cts. |          |       | \$ cts. |
| 9           | ..... | 45 00   | 2        | ..... | 5 00    |
| .....       | ..... | .....   | .....    | 2     | 2 50    |
| 9           | ..... | 45 00   | 2        | 2     | 7 50    |

A mate's certificate, foreign-going, was granted to a master whose certificate was suspended by the Board of Trade and the Fee of \$5 charged for the same.

W. H. SMITH,  
Chairman.



## APPENDIX No. 7.

## REPORT ON GEORGIAN BAY SURVEY FOR THE SEASON OF 1891.

OTTAWA, 10th November, 1891.

Sir,—I have the honour to inform you that I sailed from Owen Sound on the 4th of May last, to continue the survey of the north-east coast of Georgian Bay, between the McCoy Islands and Moose Point, including the various channels leading to Parry Sound.

The coast line having been done in 1890, the work during the past summer consisted entirely in sounding; the shallow water being done in two open boats, while the deeper water was done from the vessel. The number of nautical miles sounded in the two boats was 1320, while the vessel did 860.

This section is the most broken up portion of the whole north-east coast of Georgian Bay, there being upwards of 4,000 islands and dry rocks on the coast surveyed last season. Numerous sunken rocks were found, several lying at a considerable distance off the outer islands, and in the track of general navigation.

Many of the dangers of this Laurentian shore, rise abruptly from the bottom, necessitating very close sounding to make sure of not missing them.

There are four channels leading to Parry Sound, the deepest and most direct approach from the westward being that close south of Red Rock lighthouse.

In this channel not less than 20 feet of water may be carried to the town of Parry Sound. Steamers of 10 feet draught, and not over 120 feet in length, can take the inside passage by Point au Baril, if approaching from the northward.

Steamers from the southward may use the channel by Lone Rock, known as the Waubuno or Burritt's channel, in which will be found a depth of not less than 15 feet.

The light draught mail steamer from Midland and Penetanguishene, uses the passage south eastward of Parry Island, known as the South Channel.

With the usual characteristics of North Shore water, there are many dangers in all these passages, and additional aids to navigation are required before Parry Sound can be safely navigated by vessels of large draught. A glance at the general map of North America will show that Parry Sound stands near the shortest line that can be drawn from the western grain districts to Montreal, and this feature was kept in view during the survey, in case it should ever become a trans-continental port.

The shores in the vicinity of the town are suitable for the erection of wharves sufficient to accommodate a large fleet of heavy draught vessels.

The only lighthouse at present in the approach to Parry Sound, is that on Red Rock, the southernmost islet of the string called on the old chart the "Indian islands." This light is very valuable, not merely as a local light, but for general coastal purposes also. But to render the Sound navigable at night, there would be required in addition to this light, five other lights to serve as ranges.

The sites of the centres of these proposed lighthouses, are marked by lead run into holes drilled into the rocks, close by which are broad arrows. Small beacons are erected over these marks.

One important result of the survey of this locality, has been the determination of the positions of several overlying shoals dangerous to vessels of large draught.

A systematic sounding off this shore, shows that the dangers of which I had heard various rumours, are neither so shallow or numerous as was supposed, the reason for which is that masters of vessels have given different positions to the same rock.

The captain of a vessel on a route new to him, sees shallow water, guesses the depth over it, and assigns it a position according to the best of his ability on the old small scale-chart. Another man sees the same rock, makes a different estimate of the depth and position, and so in some instances, the same shoal is located in half a dozen different places.

On a shore like the north-east coast of Georgian Bay this uncertainty will endure until cleared up by a detailed hydrographical survey.

The weather was not as favourable for my work as that of 1890, for though there were not many violent gales, still there was a great deal of wind in the aggregate, and blowing nearly always upon the shore.

The persistency of these on-shore winds, will be best understood from the fact, that for a whole month I could not get a favourable opportunity, to make an examination of some shoal spots, for which half a day would have sufficed.

There was not one hour's calm in the daytime after the middle of September, but anticipating this from past experience, work was reserved in sheltered localities, so that there was seldom a day in which something could not be done.

The absence of the usual summer rise of the water, was an unusual phenomenon, and whatever was the cause, was attended with serious consequences to shipping, nor merely in the vicinity of my work but in the shallow channels of the lakes generally. I think myself that the low water which has existed for the past four years, culminating in the low dip of the past summer, is only temporary. From records kept by the Public Works Department of Canada at little Current Algoma, and at Milwaukee by United States engineers, it would appear that the water was, between 1881 and 1887, as much above the average level as it is now below it. I think therefore, that during the next few years the water will be up again.

However, as long as we have to rely only upon the fickle memory of the oldest inhabitant there will always be an element of uncertainty as to whether the waters of the lakes are subject to temporary fluctuations, or are steadily lowering their level. In addition to its scientific interest, a knowledge of the movement of the waters of the great lakes, with a view to future commerce may be of great economic importance in the deepening of harbours, and construction of canals.

I would therefore respectfully suggest that datum Stones be erected, say at Collingwood, Sarnia, Port Colborne and Kingston, similar to that placed at my suggestion in the interest of the survey, by the Department of Public Works, at Little Current, Manitoulin Island. That your agents at the ports mentioned, be instructed to note the height of the water at least once a day during the season of navigation.

At the request of the ship owners of Parry Sound, I laid out certain lines by which vessels can test their compasses, when the necessary beacons are erected.

I returned to Owen Sound on the 23rd of October, and before laying the vessel up, spent a couple of days in the placing of a set of beacons for testing error of compass, on the shores of the broader part of Owen Sound.

These beacons were furnished by the municipality of the town of Owen Sound.

The officers in connection with the survey have again shewn their usual zeal, and among the crew there was no single instance of disobedience or insobriety.

I left Owen Sound on the 27th of October, stopping at Toronto to place the Chronometers at the observatory, and on the morning of the 29th arrived in Ottawa.

In accordance with your instructions to make an examination of Burrard Inlet, British Columbia, Mr. Stewart left Ottawa on the 2nd of April for that purpose, calling at Owen Sound for instruments and a couple of practised men. In view of its rising importance and date of its last survey, I instructed Mr. Stewart to make a complete re-survey of Burrard Inlet on two inches to the nautical mile, and the harbour of Vancouver on double that scale.

I append Mr. Stewart's Report with which I am perfectly satisfied. The time of my assistants and myself will be fully occupied this winter, in making copies of both surveys for the engraver and revising the "Georgian Bay Pilot."

I have the honour to be, Sir,

Your most obedient servant,

J. G. BOULTON,

*Staff Commander, R. N., and Admiralty Surveyor.*

• BURRARD INLET RE-SURVEY.

KINGSTON, 18th, October 1891.

SIR,—I have the honour to report that according to your instructions I proceeded to Vancouver, B. C. to undertake a re-survey of Burrard Inlet. Upon my arrival there on 21st April I took over a whale-boat loaned by the naval authorities at Esquimalt and erected a tide gauge on the west end of the Canadian Pacific Railway wharf. From 21st April to 2nd July day and night observations were continued for high and low water and a datum found therefrom to which all the soundings were afterwards reduced. This datum is one foot above the zero of the gauge and 13.02 feet below the top of a broad arrow cut in the south west iron pile of the Canadian Pacific Railway wharf. This datum is also the same as the Railway Company Engineers have used for their improvements around the wharves.

From 25th April to 1st July my time was fully occupied in traversing the shore of the Inlet from Point Grey to Port Moody taking in False Creek and part of the North Arm. After the latter date, I started sounding and completed the re-survey on 25th September, when I had the boat repainted and handed her over to the Harbour Master who was to see her placed on board the "Sir James Douglas" to be taken to Esquimalt.

Twice during the season I had simultaneous comparisons of the Tides taken at Point Atkinson, Vancouver and Port Moody, and ascertained there was quite a difference of time for high water and low water at the two first places but not much at the two last places. The differences however are uncertain as might be expected when one knows the irregularity of the tides on all that coast.

I took observations for magnetic variation of the Compass needle at Point Atkinson, Jerico in English Bay, Port Moody, and at Seymour Creek opposite the village of Hastings.

During some stages of the tide I found the current very strong all over the Inlet, often too much for boat work even in a large bay like English Bay, where its direction was very uncertain.

During the season I traversed principally on foot, 75 nautical miles of shore line and sounded 450 miles.

I have the honour to be, Sir,

Your most obedient servant,

WM. J. STEWART.

CAPT. BOULTON, R. N.,

*Georgian Bay Survey.*

## APPENDIX No. 8

## REPORT OF SIGNAL SERVICE.

QUEBEC, 16th December, 1891.

To the Deputy Minister of Marine,  
Ottawa.

SIR,—I have the honour to submit the following report as to the service for the season of 1891.

As in preceding seasons the reports have been sent to the Department from the lower part of the River and Gulf of St. Lawrence recording the weather, wind, condition and movement of the ice during the winter months, furthermore the reporting of vessels inward and outward as reported by the agents of the Department.

The last reports of ice from the inside of the Gulf including Meat Cove, West part of Cape Breton and St. Paul's Island, were sent on May 6th.

From the entrance to the gulf the last reports of ice were sent on May 11th, from Meat Cove and St. Paul's Island, and from outside the gulf, Low Point, on the 15th May reported, hazy weather, west wind, close packed ice in shore moving south-east.

The latter report shows that the ice remained fifteen days later than in the season of 1890.

From the 1st to the 20th of April as during the preceding winter months three reports per week were secured and forwarded to the Boards of Trade, Montreal, St. John, N.B., and Quebec, and to the Chamber of Commerce at Halifax, N.S., also to the press of Montreal and Quebec; to agents of steamship lines; to the pilots of the St. Lawrence; to the Immigration Agent and custom House and Agent of the Department of Marine, Quebec; also to Messrs H. Fry & Co., Lloyds Agent.

From the 20th April two reports were received and forwarded as above. As instructed by letter of May 29th, 1890, full information as to the weather, wind condition and movement of the ice was sent to Point Esquimaux in the month of March for the guidance of the sealing schooners.

As in the past two seasons owing to north and north-west winds St. Pierre Miquelon reported no ice seen off that station during the months of April and May.

During the season of navigation up to the close of same, reports were sent to the news room at North Sydney.

As in the preceding season heavy open and close packed ice was reported from the north shore, Bay des Chaleurs, Anticosti, Magdalen Islands, Meat Cove, Cape Ray and St. Paul's Island during the greater part of the season particularly the latter, owing to the north and north-west winds the ice was driven out of the gulf and incoming vessels meet with no ice with the exception of vessels coming from the south-east of St. Paul's Island.

Incoming vessels met no ice until within the vicinity of the Bird Rocks. The extreme limit of the ice field being but forty miles north of the Bird Rocks.

Full information was supplied from the Bureau here to the agents at Anticosti, Magdalen Islands, Meat Cove, St. Paul's Island, Cape Ray and to Low Point, C.B., when Sydney Harbour was open, as to the weather, wind and movement and condition of the ice in the River and Gulf of St. Lawrence up to Montreal, for the guidance of any vessel calling for information.

Sydney Harbour remained open until the 3rd of February—ten days later than last season. The harbour was again open on the 15th April, four days earlier than in 1890.

The harbour of Pleasant Bay, Magdalen Islands, was open on the 9th April, seven days later than last season. Six schooners cleared for the sealing grounds on this date; met with heavy open ice outside.

No information was received as to when the Gut of Canso was open, but on the 26th April the Gut was reported full of ice, and a number of vessels waiting for a passage.

Owing to heavy close packed ice Esquimaux Point Harbor, north shore, remained closed until the 2nd April, when the sealing fleet succeeded in getting out, making sail for the sealing grounds. Most of them proceeded towards the Bird Rocks and St. Paul's Island. They met with poor fares some returning empty, others with 50, and the best fare 300 seals.

The following comprised the fleet with the number of men :—

|                          | Men. |
|--------------------------|------|
| Stella Maris.....        | 12   |
| Amelia.....              | 12   |
| Marie du Sacré Cœur..... | 12   |
| Eugenie.....             | 12   |
| Gleaner.....             | 12   |
| Java.....                | 10   |
| Labrador.....            | 10   |
| Pioneer.....             | 10   |
| D. Cronan.....           | 10   |
| Marie Anne.....          | 10   |
| C. M. G. P.....          | 10   |
| Ste. Marie.....          | 10   |
| Elizabeth.....           | 10   |
| Phoenix.....             | 8    |
| Acara.....               | 8    |
| St. Joseph.....          | 6    |
| 16 vessels.....          | 162  |

As in the preceding season the shore catch of seals at the Magdalen Islands was good. April 3rd 300 young seals were killed. April 4th 1,400 young harpies and on the 31st of March 300 more, making a total of 2,000. No report was received as to the catch made by the schooners.

#### *January.*

Very little ice made in the River St. Lawrence until the month of January. None in the Gulf until the 1st of this month, when reports from Anticosti, Magdalen Islands, Meat Cove, St. Paul's and Cape Ray reported ice making fast, and the river stations reported heavy close packed ice everywhere. Thermometer 22° below zero. No ice on the North Shore nor on the eastern coast of Cape Breton. During the second week ice appeared in the Bay des Chaleurs, and on the 31st a heavy snowstorm with east wind prevailed on the east coast of Cape Breton.

All stations in the river and gulf reported a heavy snowfall, with north to north-west winds.

#### *February.*

North to north-west winds, with snow, prevailed during the first part of the month. The latter part being comparatively mild with south to south-east winds. All stations with the exception of Cape Ray reported heavy close packed ice as far as could be seen.

*March.*

As reported last year, this month again opened with mild weather, very little snow fell, local rain showers. Thermometer on north shore averaged  $34^{\circ}$  and on the south shore  $42^{\circ}$ .

11th inst.—Manicouagan reported field ice close packed, covered with ice. Cape Ray and St. Pauls reported no ice.

28th inst.—The steam schooner *Diver* and two schooners came out of winter quarters.

31st inst.—The steam schooner "*Diver*, Capt. Fournier chartered by the Customs" Department left port bound for St. Charles Island off Esquimaux Point, in search of the smuggling schooner "*Busy*," Capt. Bouchard, of Coudres Island. By request of the Customs Department the movements of this schooner were not reported. The month closed with north to north-east winds.

St. Paul's Island and Cape Ray reported no ice but all other stations reported heavy close packed ice everywhere.

31st.—Cape Ray, reported a steamer outwards for St. John, Newfoundland, fully loaded with seals. No ice in sight.

All harbours on the north shore, closed with heavy close packed ice.

The schooner "*Marteau*" arrived in Quebec on the 30th instant from Tadoussac loaded with firewood. This is one of the earliest arrivals on record.

*April.*

South to south-east winds prevailed in the upper part of the River and Gulf, and strong north-east wind in the lower part; heavy close packed ice in the Bay des Chaleurs, the Cape Breton coast and Magdalen Islands, and none in the upper part of the Gulf up to Father Point. This latter place as well as Tadoussac at the entrance to the Saguenay River was accessible to vessels during the greater part of the winter.

April 3rd.—Cape Ray reported a sealing steamer heavily loaded, bound outwards at 6 a.m.

April 6th.—Fox Bay. Anticosti, reported two schooners off there seal hunting.

April 9th.—Heath Point reported five schooners, distant in the ice, to the eastwards.

April 10.—Five more schooners left the Magdalen Islands; heavy open ice was reported opposite parts of these islands.

April 10.—Cape Ray reports that the gulf sealing fleet have not been successful, west-north-west winds kept the ice too far out.

April 11.—The Cape Rouge ice moved down, leaving a space of about  $\frac{1}{2}$  mile of open water; jammed again; still firm.

April 12.—Meat Cove, C.B., strong south-east winds; inwards, 1 brig.

April 12.—Sealing steamer, loaded, passed outwards off Cape Ray.

April 15.—Father Point, to Anticosti and Cape Ray, strong east wind; no ice visible. Magdalen Islands, Meat Cove, St. Paul's Island, heavy close-packed ice everywhere.

April 15.—First report from St. Pierre, Miquelon—Clear; cold; strong north-west wind; no ice.

April 23.—The Cape Rouge ice broke away this day.

*Navigation Open.*

April 1.—Schooner "*Salmon Queen*" arrived up from Murray Bay, and left again on the 3rd instant.

April 2.—The schooner "*Maria Stella*," with general cargo, left for Malbaie.

April 10.—The S.S. "*Alert*" came out of winter quarters and moored at the Queen's wharf.

April 18.—The Manicouagan lightship left for station and arrived off the shoals at daylight of the 22nd instant.

*First departure of steamers from Great Britain bound for Quebec and Montreal.*

April 15.—S.S. "Grecian," from London.  
 " 16 " "Peruvian," from Glasgow.  
 " 16 " "Sardinian," from Liverpool.  
 " 17 " "Lake Superior," from Liverpool.  
 " 17 " "Toronto," " "  
 " 17 " "Alcides," from Glasgow.

*First Steamer Reported.*

April 23.—St. Paul's Island—Clear; north-west wind; no ice; inwards, 8 a.m., S.S. "Charrington."

*First Arrivals of Transatlantic Steamers.*

April 26.—The SS. "Charrington," from Messina, 3rd April, for Montreal, reported off St. Paul's Island on the 23rd instant, 8 a.m., arrived in port at 9 a.m. this date. The captain reports fell in with ice 30 miles S.E. of St. Paul's; passed that station and saw a large field of ice at 10 a.m.; steered N.E. 40 miles, thence for East Point of Anticosti; saw very little ice, and none from Anticosti to Quebec.

April 27.—The SS. "Sardinian" from Liverpool, 16th April, arrived in port, 6:30 a.m. on the 27th inst., reports, came up with the ice on the 25th inst., 30 miles below Bird Rocks and got clear of it 20 miles to the westward, saw a large number of seals on the ice. Met no ice from there to Québec.

April 28.—The SS. "Alcides" from Glasgow, 17th April, arrived in port, at 7:30 a.m. 28th instant, reports a detention of two hours off the Bird Rocks caused by field ice.

April 29.—The SS. "Lake Superior" from Liverpool, 17th April, arrived in port, at 7:45 a.m. on the 29th instant. Reports that on the 26th instant, during fresh gale from the North-East, with heavy snow, came up with field ice about 40 miles east of Bird Rocks, could not find a passage through. On the 27th, clear weather, steamed about 20 miles north-east and got round the north side of it. Clear passage thence to Quebec.

April 29.—The SS. "Toronto" from Liverpool, 17th April, arrived in port at 8:20 a.m. on the 29th inst., reports had fog from the Banks to the Bird Rocks, where heavy close packed field ice was met with. Was in the ice from 1 o'clock Sunday afternoon 26th inst., until 7 a.m. Monday, thus detained 19 hours. No ice thence to Quebec. Saw several vessels in the ice catching seals, which seemed plentiful.

April 28.—Cape Ray reports the arrival there of the Schooner "Magpie" with 900 seals.

April 30.—Cape Ray reports. Raining, gale east wind, inwards bark.

April 30.—Amherst Island, Magdalen Islands reports heavy open ice 8 miles wide off that place. SS. "St. Olof" with mails, passengers and cargo from Pictou, N.S., is on the out side of it.

May 2nd.—The SS. "Vancouver," from Liverpool, 23rd April, arrived in Port at 9:30 a.m. reports met no field ice in or outside the Gulf.

May 4th.—Low Point reports the entrance to Sydney Harbour blocked with ice. East wind light close packed ice moving east south east. The steamers "Bonavista" and "Thames" jammed in it fast: got clear of the pack, on the 6th instant.

*First Outward Transatlantic Steamer.*

May 6.—The SS. "Alcides", Capt. Rolls, left port this day bound for Glasgow.

*First Sailing Vessel in Port.*

May 7.—The Bark "Nelson," Capt. Sheen, from Barbadoes, 15th April, arrived this day.

Last season the first transatlantic steamer arrived on the 26th April. Same date as the first of this season. The first sailing vessel arrived this season as already stated on the 7th May, and last season the first arrived on the 8th May.

*Last Steamer Inwards.*

The SS. "Greetlands," from Sydney, with coals, arrived upon the 21st November.

*Last Transatlantic Steamer Outwards.*

The SS. "Lake Winnipeg," with general cargo and passengers, left this Port at day light, 24th November, bound for Liverpool.

The American Steam Yacht, left Quebec, 29th November, bound for Halifax and Boston.

The Steam Schooner "Anna McGee," Capt. J. Caouette, left this Port, 5th December, at 1 p.m., bound for Ellis Bay, Anticosti, to rescue the crew of the Norwegian barque, "Anna," wrecked forty-one miles below that place on the 23rd November. Though unable to go ashore from the schooner, they were successful in getting the crew, consisting of the captain, two mates and eight men, on board, and arrived up on Monday, 14th instant, at 3 p.m.

American tug "Pentagaet" left this port 7th December, but returned in a leaking condition.

*Last Sailing Vessel Outwards.*

The ship "America," bound for Greenock, left this port on the 22nd November.

*Straits of Belle Isle.*

The first steamer to pass through was the SS. "Cremore," from Hamburg—passed on Tuesday, 30th June. Reports no field ice; some bergs at the entrance to the Straits; some on the Labrador coast, but none on the Newfoundland coast.

The SS. "Escalona," from the Tyne, 13th June, arrived here on the 30th instant. Reports was within seventeen miles of Belle Isle, and found Straits full of heavy field ice; could not find a passage; came round by Cape Race.

The SS. "Toronto" from Liverpool, 26th June, passed through the Straits. Reports met numerous bergs and heavy Arctic field ice in Straits up to Point Amour, where ice was close packed.

Fox Bay, Anticosti, 27th June.—The Schooner "Surprise" arrived from the Labrador Coast and Belle Isle. The Captain reports ice very heavy, extending all along the west coast and in the Straits of Belle Isle. The grippe was very prevalent on the coast of Labrador and people had already died from it.

Respectfully submitted,

H. J. McHUGH,

*Inspector Signal Service.*

## APPENDIX A.

REPORT ON ICE, ETC., IN THE STRAITS OF BELLE ISLE AS NOTED BY THE AGENT AT CAPE BAULD, NEWFOUNDLAND; BELLE-ISLE; FORTEAU; GREENLY ISLAND; CAPE NORMAN AND POINT RICH, NEWFOUNDLAND; FROM DECEMBER, 1890, TO 1ST SEPTEMBER, 1891.

*Belle-Isle.*

1890, October 6.—First appearance of snow, two months earlier than last season. Snow again fell, on the 3rd, 4th, 17th, 19th, 23rd, 26th and 29th November. 1890, December 6.—A Newfoundland steamer bound south, last vessel seen in the Straits.

December 1 to 15.—Variable winds—considerable snow fell during this half of the month.

December, 15.—Slab ice commenced to make, and throughout the remainder of the month there was no ice of any quantity or size, to impede navigation.

December 18, 19, 20, 22, 23, 24, 25, 28, 29, 30 and 31 snow fell.



1891, January.—During this month ice made into large sheets and no heavy jam of ice occurred during the month owing to changeable winds; the coldest day, during the month was on the 17th instant, 15° below zero and heavy N.-E. breezes on the 19th, 20th and 21st, being the heaviest for the month.

*Icebergs.*

|         |         |            |
|---------|---------|------------|
| January | 2.....  | 3 in sight |
| do      | 5.....  | 3 do       |
| do      | 9.....  | 4 do       |
| do      | 15..... | 3 do       |

January, 1st, 3rd, 4th, 12th, 18th, 23rd, 26th, 27th, snow fell in considerable quantities.

February.—During this month owing to prevailing cold weather the ice made fast at all times for the first part of the month. Mild weather prevailed during the latter part and with W.S.W. winds. A good deal of ice drove out of the Straits on 15 days during the month.

February 20th.—9 A.M., the thermometer registered 22° below zero. This was the coldest month of the year.

*Icebergs.*

Iceberg grounded and remained on White Island, visible nearly all the month.

February 1, 3, 6, 10, 11, 14, 16, 18, 19, 22, 27, 28.—Snow fell in small quantities.

February 25.—Rain shower; S.S.W. wind.

March.—This month was unusually mild throughout and very little ice until the last week, when E.N.E. winds drove in a fair lot of level-sheet ice.

March 2, 4, 6, 16, 18, 29.—Snow fell.

March 13.—Five steamers to the S.E. sealing.

March 15.—One steamer to the S.E.

March 20.—Two schooners off Quirpon entrance.

March 25.—One schooner to the S.

April.—A good deal of scattered ice in the straits until the 9th, when west winds set in and kept so until the 13th, clearing the straits to the eastward over to Cape Bauld. The sealing schooner "Blooming Queen" called on the 18th, being the first vessel which touched here this spring, reports the sealing steamers as having made good fares, the schooners not doing as well.

March 27.—This schooner, while off White Island, on this date, lost two of her crew through the capsizing of one of her boats.

April 1.—Both lights started for the season.

April 8, 19, 20, 23, 24, 26, 28.—Snow fell.

*Icebergs.*

|                   |             |
|-------------------|-------------|
| April 1 to 6..... | 1 in sight. |
| do 7.....         | 4 do        |
| do 8.....         | 6 do        |
| do 9.....         | 7 do        |
| do 10.....        | 8 do        |
| do 15.....        | 2 do        |
| do 16.....        | 3 do        |
| do 18.....        | 4 do        |
| do 20.....        | 3 do        |
| do 23.....        | 4 do        |

April 3.—SS. "Leopard" and one schooner off Cape Bauld.

April 4.—Two steamers to S.E.

April 7.—Two steamers to E.

April 10.—Three steamers to E.

April 20.—Schooner "Beulah" landed crew of fishermen in Lark Harbour and proceeded south.

May 1 to 6.—Strong east winds; fog and rain. Straits remained full of ice until the 19th, when it moved out by west and south-west winds as far as this island.

May 20.—A heavy jam of ice to S. E. Slack ice scattered to the west of here.

May 25.—Some ice from Cape Bauld to Cape Norman. None in sight to E.

May 26.—Some ice coming out of the Straits along the south shore—Schr Beulah bound to Lark Harbour.

May 30.—SS. "Nestune" from St. Johns, Newfoundland, anchored at landing, left a fishing crew, reports a good deal of ice to the south.

May 23.—A boat crossed over from Quirpon with the mail.

#### *Icebergs.*

An average of 40 bergs in sight all the month.

June 1.—Some ice coming out along the Labrador Shore.

June 4.—A good deal of ice coming down out of the Straits west winds.

June 9.—Schooners "Beulah"—"Harmony" and "Columbia" bound south.

June 15.—Ice slack to the east.

June 17.—SS. "Greenland" bound west. 20 schooners in the ice to the west.

June 19.—SS. "Kite" bound west.

June 21.—Ice scattered—3 schooners, bound west. 7 schooners to east.

June 22.—Ice heavy. One 2 masted SS. outside eastern edge of ice.

June 24.—13 schooners bound N.

June 26.—S. S. Benagar of Liverpool bound for Pietou anchored off landing. Ice coming out to the east.

June 28.—Wet ice to the west. One schooner anchored in cove.

July 4.—100 schooners bound north; one Thompson liner bound out at 4 a.m.

July 8.—One 2 masted steamer bound in.

July 10.—2 p.m. one Donaldson steamer bound in. 100 schooners to the south bound up.

No ice seen after this but an average of 35 Icebergs were noticed on and off this and last month.

|        |        |                  |
|--------|--------|------------------|
| August | 1..... | 8 Icebergs seen. |
| do     | 2..... | 6 do             |
| do     | 3..... | 6 do             |
| do     | 4..... | 5 do             |

#### *Cape Bauld.*

This station, being separated from Belle Isle by a few miles only, experienced similar weather throughout the season, but owing to prevailing west north-west winds the ice hugged the shore.

#### *Cape Norman.*

As at Belle-Isle and Cape Bauld, the first snow fell here early in October, but did not remain; snow again fell in November, 1890. It began to melt in latter part of April.

January 6, 1891.—Slob ice making, the Straits being closed in March, April, and up to the 27th May. Snow fell fifteen days in January, eleven days in February, six days in March, five days in April, four days in May, one day in June.

May 31.—No ice to be seen.

June 3.—First inward-bound steamer passed.

June 9.—First Outward steamer.

June 17.—Straits full of ice; no open water to be seen.

June 20.—Straits full of ice.

June 24.—No ice seen in the Straits after this date—with the exception of icebergs which continued numerous until September. None after that month.

June 16 to 25.—Twenty-four and thirty icebergs seen daily.

July 1 to 30.—An average of eighteen bergs seen daily.

July 5.—Fifty-five bergs in sight.

July 10.—Fifty-four bergs in sight.

August 1 to 30.—An average of four daily for sixteen days.

September 1st to 30.—An average of two per day during twelve days—the last two being seen on the 30th.

*Forteau and Greenly Islands.*

The reports from these two stations are very similar, it will be sufficient to give details of one.

*Forteau.*

November 2, 1890.—First snow fell  $6\frac{1}{2}$  inches during the month,  $20\frac{1}{2}$  inches in December, 10 inches in January, 1891, 35 inches in February,  $17\frac{1}{2}$  inches in March, 4 inches in April, 3 inches in May and 1 inch in June.

The lowest temperature was experienced on February 27th, the thermometer going to  $27^{\circ}$  below zero.

|                     | Maximum.          | Minimum.           |
|---------------------|-------------------|--------------------|
| January, 1891.....  | 12th $30^{\circ}$ | 17th— $20^{\circ}$ |
| February, 1891..... | 28th 35           | 21st—27            |
| March, 1891.....    | 40                | 11                 |
| May, 1891.....      | 50                | 30                 |
| April, 1891.....    | 42                | 15                 |
| June, 1891.....     | 60                | 40                 |
| July, 1891.....     | 24th 42           | 10                 |
| December, 1890..... | 35                | 7                  |

December 15 1890.—Slob ice covered the fishing grounds: all nets had to be taken up.

January and early part of February, 1891.—Heavy sheet ice covered the straits 6 to 7 inches thick.

February and March.—Heavy ice and bergs from the north.

April.—On to 3rd July straits jammed with ice, with the exception of a few days.

May 29.—One schooner bound east.

June, 3—SS. "Neptune," first steamer from Newfoundland, came from south-east.

*Cape Ray, Newfoundland.*

The first snow fell in December and eighteen days in January; no ice during this month, snow fell fifteen days in February.

February 13.—Slob ice, first formed.

February 14 to 28.—Light ice. Distant and inshore north-west winds prevailed.

March 1 and 2.—Ice moving to south-east.

March 3 to 16.—No ice in sight.

March 7, 17 and 27th.—Snow fell.

March 17th to 27th.—Light ice in shore and in sight moving south-east.

April 4, 8.—Snow fell.

May 8.—Heavy snow storm with strong north-west winds. The only snow that fell during this month.

No ice seen in April or May.

May 1—First steamer bound for the St. Lawrence passed in 3rd May, three steamers.

Respectfully submitted,

H. J. McHUGH,

*Inspector Signal Service.*

QUEBEC, December 1891.

APPENDIX "B."

THERMOMETER Readings at Belle Isle from December 1890, to April, 1891.

| DECEMBER, 1890.                          |        |        |        | JANUARY, 1891.                           |        |        |        | FEBRUARY, 1891.                          |        |        |        | MARCH, 1891.                             |        |        |        | APRIL, 1891.                              |        |        |        |
|--|--------|--------|--------|--|--------|--------|--------|--|--------|--------|--------|--|--------|--------|--------|---|--------|--------|--------|
| Date.                                    | 9 a.m. | 4 p.m. | 9 p.m. | Date.                                    | 9 a.m. | 4 p.m. | 9 p.m. | Date.                                    | 9 a.m. | 4 p.m. | 9 p.m. | Date.                                    | 9 a.m. | 4 p.m. | 9 p.m. | Date.                                     | 9 a.m. | 4 p.m. | 9 p.m. |
| 1  | 30     | 34     | 34     | 1  | 16     | 19     | 8      | 1  | 16     | 14     | 0      | 1  | 10     | 16     | 22     | 1   | 19     | 20     | 17     |
| 2  | 12     | 0      | - 3    | 2  | 6      | 12     | 10     | 2  | - 15   | - 10   | - 12   | 2  | 27     | 17     | 12     | 2   | 12     | 19     | 17     |
| 3  | - 3    | 5      | 6      | 3  | 19     | 23     | 17     | 3  | - 16   | - 9    | - 7    | 3  | - 3    | 5      | 4      | 3   | 19     | 20     | 18     |
| 4  | 12     | 29     | 32     | 4  | 8      | 6      | 2      | 4  | 26     | 7      | 0      | 4  | 0      | 9      | 20     | 4   | 25     | 27     | 34     |
| 5  | 27     | 19     | 4      | 5  | 0      | 3      | 7      | 5  | - 12   | - 10   | - 9    | 5  | 27     | 31     | 33     | 5   | 35     | 33     | 34     |
| 6  | 0      | 12     | 17     | 6  | 10     | 13     | 17     | 6  | - 9    | - 7    | - 2    | 6  | 34     | 35     | 34     | 6   | 34     | 33     | 30     |
| 7  | 20     | 26     | 26     | 7  | 24     | 29     | 26     | 7  | 10     | 10     | - 4    | 7  | 37     | 39     | 36     | 7   | 30     | 33     | 32     |
| 8  | 19     | 10     | 10     | 8  | 18     | 20     | 10     | 8  | - 9    | - 7    | - 5    | 8  | 39     | 37     | 35     | 8   | 29     | 33     | 30     |
| 9  | 8      | 10     | 16     | 9  | 6      | 7      | 5      | 9  | - 3    | - 2    | 4      | 9  | 36     | 33     | 31     | 9   | 28     | 34     | 30     |
| 10                                       | 16     | 17     | 20     | 10                                       | 14     | 16     | 14     | 10                                       | - 3    | 6      | 7      | 10                                       | 33     | 37     | 33     | 10  | 29     | 34     | 30     |
| 11                                       | 22     | 27     | 20     | 11                                       | 0      | 3      | 6      | 11                                       | 19     | 17     | 14     | 11                                       | 37     | 33     | 30     | 11  | 30     | 36     | 33     |
| 12                                       | 28     | 30     | 26     | 12                                       | 10     | 26     | 36     | 12                                       | 14     | 10     | 0      | 12                                       | 30     | 33     | 30     | 12  | 32     | 36     | 31     |
| 13                                       | 20     | 16     | 10     | 13                                       | 28     | 9      | 3      | 13                                       | - 7    | - 2    | - 7    | 13                                       | 27     | 30     | 29     | 13  | 36     | 38     | 39     |
| 14                                       | 2      | 6      | 8      | 14                                       | 6      | 9      | 12     | 14                                       | - 16   | - 11   | - 11   | 14                                       | 32     | 36     | 36     | 14  | 34     | 32     | 30     |
| 15                                       | 10     | 8      | 7      | 15                                       | 11     | 10     | 0      | 15                                       | - 13   | - 9    | - 5    | 15                                       | 36     | 30     | 28     | 15  | 16     | 21     | 22     |
| 16                                       | 6      | 8      | 5      | 16                                       | 36     | 29     | 36     | 16                                       | - 1    | 13     | 1      | 16                                       | 19     | 17     | 20     | 16  | 25     | 34     | 31     |
| 17                                       | 8      | 10     | 10     | 17                                       | - 15   | - 8    | 6      | 17                                       | - 7    | 2      | - 7    | 17                                       | 19     | 26     | 24     | 17  | 29     | 35     | 34     |
| 18                                       | 12     | 19     | 21     | 18                                       | 4      | 4      | 0      | 18                                       | - 7    | 0      | 5      | 18                                       | 19     | 22     | 19     | 18  | 30     | 37     | 34     |
| 19                                       | 34     | 36     | 12     | 19                                       | - 2    | 3      | 0      | 19                                       | - 4    | - 2    | - 16   | 19                                       | 22     | 26     | 12     | 19  | 33     | 34     | 26     |
| 20                                       | 0      | - 2    | - 3    | 20                                       | 12     | 14     | 16     | 20                                       | - 22   | - 8    | - 7    | 20                                       | 5      | 10     | 8      | 20  | 18     | 20     | 19     |
| 21                                       | - 5    | 0      | - 2    | 21                                       | 20     | 25     | 25     | 21                                       | - 7    | - 2    | 5      | 21                                       | 12     | 17     | 19     | 21  | 19     | 26     | 26     |
| 22                                       | 16     | 12     | 10     | 22                                       | 10     | 10     | 7      | 22                                       | 16     | 18     | 16     | 22                                       | 26     | 24     | 23     | 22  | 17     | 24     | 26     |
| 23                                       | 10     | 10     | 12     | 23                                       | 13     | 26     | 24     | 23                                       | - 15   | - 10   | - 7    | 23                                       | 27     | 35     | 33     | 23  | 24     | 26     | 24     |
| 24                                       | 20     | 21     | 10     | 24                                       | 21     | 19     | 16     | 24                                       | - 7    | 0      | 3      | 24                                       | 33     | 32     | 33     | 24  | 30     | 34     | 34     |
| 25                                       | 6      | 3      | 0      | 25                                       | 17     | 20     | 15     | 25                                       | 7      | 23     | 33     | 25                                       | 35     | 36     | 34     | 25  | 32     | 34     | 33     |
| 26                                       | - 2    | 4      | 2      | 26                                       | 16     | 17     | 13     | 26                                       | 37     | 37     | 34     | 26                                       | 17     | 30     | 34     | 26  | 34     | 36     | 34     |
| 27                                       | 16     | 23     | 27     | 27                                       | 10     | 9      | 3      | 27                                       | 30     | 24     | 27     | 27                                       | 37     | 35     | 34     | 27  | 33     | 36     | 34     |
| 28                                       | 26     | 18     | 12     | 28                                       | - 4    | 3      | 3      | 28                                       | 10     | 10     | 8      | 28                                       | 34     | 33     | 31     | 28  | 36     | 37     | 35     |
| 29                                       | 6      | 2      | 2      | 29                                       | 5      | 6      | 2      | ...                                      | ...    | ...    | ...    | 29                                       | 34     | 31     | 30     | 29  | 35     | 36     | 35     |
| 30                                       | 10     | 14     | 16     | 30                                       | - 5    | 0      | 2      | ...                                      | ...    | ...    | ...    | 30                                       | 24     | 21     | 20     | 30  | 36     | 36     | 35     |
| 31                                       | 16     | 18     | 20     | 31                                       | 5      | 9      | 9      | ...                                      | ...    | ...    | ...    | 31                                       | 20     | 23     | 23     | ...                                       | ...    | ...    | ...    |
| Lowest temperature<br>21st, Dec., 9 a.m. |        |        |        | Lowest temperature<br>17th Jan., 9 a.m.  |        |        |        | Lowest temperature<br>20th Feb., 9 a.m.  |        |        |        | Lowest temperature<br>3rd March, 9 p.m.  |        |        |        | Lowest temperature<br>2nd April, 9 a.m.   |        |        |        |
| Highest temperature<br>19th Dec., 4 p.m. |        |        |        | Highest temperature<br>16th Jan., 9 a.m. |        |        |        | Highest temperature<br>26th Feb., 9 a.m. |        |        |        | Highest temperature<br>8th March, 9 a.m. |        |        |        | Highest temperature<br>13th April, 9 p.m. |        |        |        |

The sign ( - ) before figures denotes below zero.

MICHAEL COLTON,  
*Light-keeper.*

Respectfully submitted,  
H. J. MCHUGH,  
*Inspector, Signal Service.*

QUEBEC, December, 1891.

## APPENDIX

## TELEGRAPH, SEMAPHORE AND SIGNAL

RIVER AND GULF  
SOUTH SHORE OF THE

| Signal Stations.       | Telegraph Offices. | Light House.  | Flag Station. | Semaphore Station. | Marine Miles from Quebec. | Telegraph Co. Working Lines. |
|------------------------|--------------------|---------------|---------------|--------------------|---------------------------|------------------------------|
| 1 L'Islet.....         | Tel. Office.       |               | Flag          |                    | 41                        | Great North-Western Co....   |
| 2 Rivière du Loup..... | do                 | Light House.. | do            |                    | 95                        | do                           |
| 3 Father Point.....    | do                 | do            | do            |                    | 157                       | do                           |
| 4 Little Metis.....    | do                 | do            | do            |                    | 197                       | do                           |
| 5 Matane.....          | do                 | do            | do            |                    |                           | do                           |
| 6 Cape Chatte.....     | do                 | do            | do            |                    | 230                       | do                           |
| 7 Martin River.....    | do                 | do            | do            |                    | 255                       | do                           |
| 8 Cape Magdalen.....   | do                 | do            | do            |                    | 288                       | do                           |
| 9 Fame Point.....      | do                 | do            | do            |                    | 318                       | do                           |
| 10 Cape Rosier.....    | do                 | do            | do            |                    | 339                       | do                           |

## NORTH SHORE OF THE

|                         |              |               |      |  |     |                           |
|-------------------------|--------------|---------------|------|--|-----|---------------------------|
| 11 Port Neuf.....       | Tel. Office. | Light House.. | Flag |  | 145 | Dom. Govt. and G.N.W. Co. |
| 12 Manicouagan.....     | do           |               | do   |  | 187 | do                        |
| 13 Pointe de Monts..... | do           | Light House.. | do   |  | 224 | do                        |
| 14 Egg Island.....      | do           | do            | do   |  | 246 | do                        |

## GASPE COAST

|                         |              |               |      |  |     |                            |
|-------------------------|--------------|---------------|------|--|-----|----------------------------|
| 15 Cape Despair.....    | Tel. Office. | Light House.. | Flag |  | 372 | Great North-Western Co.... |
| 16 Pointe Maquereau.... | do           | do            | do   |  | 394 | do                         |

## COAST OF NEW

|                         |              |               |      |  |     |                           |
|-------------------------|--------------|---------------|------|--|-----|---------------------------|
| 17 Pointe Escuminac.... | Tel. Office. | Light House.. | Flag |  | 450 | Dom. Govt. and G.N.W. Co. |
|-------------------------|--------------|---------------|------|--|-----|---------------------------|

## ISLAND OF

|                         |              |               |      |  |     |                           |
|-------------------------|--------------|---------------|------|--|-----|---------------------------|
| 18 West Point.....      | Tel. Office. | Light House.. | Flag |  | 328 | Dom. Govt. and G.N.W. Co. |
| 19 South-West Point.... | do           | do            | do   |  | 358 | do                        |
| 20 South Point.....     | do           | do            | do   |  | 408 | do                        |
| 21 Heath Point.....     | do           | do            | do   |  | 428 | do                        |

## MAGDALEN

|                        |              |               |      |  |     |                              |
|------------------------|--------------|---------------|------|--|-----|------------------------------|
| 22 Grosse Isle.....    | Tel. Office. |               | Flag |  | 467 | D. Govt., W. U. & G.N.W. Co. |
| 23 Amherst Island..... | do           | Light House.. | do   |  | 471 | do                           |

## CAPE BRETON,

|                   |              |               |      |             |     |                              |
|-------------------|--------------|---------------|------|-------------|-----|------------------------------|
| 24 Meat Cove..... | Tel. Office. | Light House.. | Flag |             | 529 | D. Govt., W. U. & G.N.W. Co. |
| 25 Low Point..... | do           | do            | do   | Semaphore.. | 575 | do                           |

## ST. PAUL'S

|                      |           |  |      |  |     |                              |
|----------------------|-----------|--|------|--|-----|------------------------------|
| 26 Main Station..... | Telephone |  | Flag |  | 528 | D. Govt., W. U. & G.N.W. Co. |
|----------------------|-----------|--|------|--|-----|------------------------------|

## NEWFOU

|                  |              |               |      |  |     |   |
|------------------|--------------|---------------|------|--|-----|---|
| 27 Cape Ray..... | Tel. Office. | Light House.. | Flag |  | 542 | D. Govt., Anglo-Amer. Cable Co., W. U & G. N. W. Co.. |
|------------------|--------------|---------------|------|--|-----|---|

## C.

STATIONS, MARINE DEPARTMENT, CANADA.  
OF ST. LAWRENCE.  
RIVER ST. LAWRENCE.

| Rate per ten words and additional words. | Date when Established. | Name of Agent.       | Post Office.             | County.     | Province. | Salary per Annum from Marine Department. |
|--|------------------------|----------------------|--------------------------|-------------|-----------|--|
| 25c. & 1c.                               | Oct. 28, '79.          | Mrs. J. B. E. Fortin | L'Islet                  | L'Islet     | Que.      | \$50                                     |
| do                                       | Nov. 16, '81.          | L. T. Pluze          | Rivière du Loup (en bas) | Témiscouata | do        | 50                                       |
| do                                       | Nov. 22, '79.          | John McWilliams      | Father Point             | Rimouski    | do        | 50                                       |
| do                                       | Nov. 17, '79.          | Jules Martin         | Little Metis             | do          | do        | 50                                       |
| do                                       | Nov. 5, '79.           | P. Desjardins        | Matane                   | do          | do        | 50                                       |
| do                                       | Sept. 19, '79.         | Treffé Côté          | Cape Chatte              | Gaspé       | do        | 50                                       |
| do                                       | Sept. 23, '79.         | Jean Gauthier        | Martin River             | do          | do        | 50                                       |
| do                                       | Oct. 9, '79.           | J. F. Sasseville     | Cape Magdalen            | do          | do        | 50                                       |
| do                                       | Oct. 14, '80.          | James Ascah          | Fox River                | do          | do        | 50                                       |
| do                                       | Oct. 20, '79.          | J. B. Vien           | Cape Rosier              | do          | do        | 50                                       |

## RIVER ST. LAWRENCE.

|            |               |                  |                    |          |      |      |
|------------|---------------|------------------|--------------------|----------|------|------|
| 40c. & 2c. | June 1, '83.  | Dorelas Tremblay | Port Neuf (en bas) | Saguenay | Que. | \$50 |
| do         | Aug. 15, '83. | P. O. Bonenfant  | Manicouagan        | do       | do   |      |
| do         | Oct. 19, '83. | L. F. Faffard    | Pointe de Monts    | do       | do   | 50   |
| do         | Oct. 12, '86. | Paul Côté        | Egg Island         | do       | do   | 50   |

## OF THE GULF.

|            |               |                  |              |       |      |      |
|------------|---------------|------------------|--------------|-------|------|------|
| 25c. & 1c. | June 17, '80. | James Beck       | Cape Despair | Gaspé | Que. | \$50 |
| do         | May 22, '80.  | Auguste Bertrand | Port Daniel  | do    | do   | 50   |

## BRUNSWICK.

|            |              |                 |                  |                |      |      |
|------------|--------------|-----------------|------------------|----------------|------|------|
| 40c. & 2c. | July 2, '85. | Henry Phillipps | Pointe Escuminac | Northumberland | N.B. | \$50 |
|------------|--------------|-----------------|------------------|----------------|------|------|

## ANTICOSTI.

|              |               |                 |                         |       |      |  |
|--------------|---------------|-----------------|-------------------------|-------|------|--|
| \$1.05 & 6c. | Oct. 1, '81.  | Auguste Malouin | Anticosti Id. via Gaspé | Gaspé | Que. |  |
| do           | Oct. 18, '80. | E. Pope         | do                      | do    | do   |  |
| do           | July 27, '81. | Jean Nadeau     | do                      | do    | do   |  |
| do           | July 20, '81. | Thomas Gagné    | do                      | do    | do   |  |

## ISLANDS

|              |               |                 |                         |       |      |  |
|--------------|---------------|-----------------|-------------------------|-------|------|--|
| \$1.05 & 7c. | Aug. 17, '80. | A. Le Bourdais  | Magdalen Id. via Pictou | Gaspé | Que. |  |
| do           | June 11, '81. | William Cormier | do N.S.                 | do    | do   |  |

## NOVA SCOTIA.

|            |              |                 |                 |           |      |      |
|------------|--------------|-----------------|-----------------|-----------|------|------|
| 30c. & 2c. | Nov. 7, '81. | A. R. MacDonald | Meat Cove, C.B. | Victoria  | N.S. |      |
| do         | Aug. 1, '81. | J. G. Peters    | Low Point, C.B. | Inverness | do   | \$50 |

## ISLAND.

|            |      |                |                    |          |      |  |
|------------|------|----------------|--------------------|----------|------|--|
| 50c. & 3c. | 1890 | S. C. Campbell | North Sydney, C.B. | Victoria | N.S. |  |
|------------|------|----------------|--------------------|----------|------|--|

## NDELAND.

|               |              |              |          |  |       |      |
|---------------|--------------|--------------|----------|--|-------|------|
| \$1.05 & 10c. | Nov. 3, '82. | E. R. Rennie | Cape Ray |  | Nfld. | \$50 |
|---------------|--------------|--------------|----------|--|-------|------|

H. J. McHUGH, *Inspector, Signal Service.*

## APPENDIX No 9.

REPORT OF THE SUPERINTENDENT OF GOVERNMENT RIVER POLICE  
AT THE PORT OF QUEBEC FOR THE SEASON OF 1891.

QUEBEC, November, 1891.

The force was further reduced this season to 18 men all told, that the expenditure might be kept within the amount of the revenue collected from the shipping for its support, owing to the great falling off in the number of sailing and other ocean vessels it required strict economy to arrive at such a result. Unless the number of vessels coming to this port annually increases, the number of constables need not be augmented. The principal duty the force is called upon to perform, is to prevent desertion and crimping. I regret to say the mode resorted to by ship masters to obtain seamen to make up their crews thwarts the action of the Police in the performance of their duty.

That it may be understood how desertion is openly encouraged, I shall endeavor to explain the system adopted here to obtain sailors. A vessel arrives in the Port of Quebec. Soon after a portion of her crew are induced by crimps to desert. Will do so. When this vessel is ready for sea, being short of men, the master calls for a crimp and bargains with him to supply them; the crimp brings men to the shipping office where they are duly shipped and sign the articles, but they fail to go on board the vessel, which has dropped down the stream from her loading berth and only awaits the men to proceed to sea. During this time the crimp has watched his opportunity, secured the required number of seamen from a freshly arrived ship and holds them all ready. The captain who has just lost some men suspects they are in the outward bound vessel, he calls for the assistance of the police: a careful search is made, his deserters are not found, but as soon as the Police return to port, the crimp puts out from some hiding place with his boat and puts the men on board, and the vessel at once proceeds to sea. These last men having replaced the ones who signed articles and did not come on board, as the captain has the right to take substitutes. Owing to scarcity of men, blood money, as it is styled, a bonus per man to be paid the crimps supplying them has ranged from \$5 to \$25 each. Cases are reported where the crimps got the bonus money and advance pay of each seamen they shipped, thereby pocketing \$35 to \$40 per man, who were simply stolen from one vessel and put on board another. It is said that two ship captains comparing notes found out that they had actually bought up each other's seamen.

When spoken to about this matter, ship-masters and others appear unable to offer any remedy for this nefarious practice, and I regret to say it has become a custom. Consequently the duties performed by the Quebec Harbour Police have not resulted much in preventing crimping and desertion, and so long as seamen are scarce in all American ports, and the shipping finds no other means of procuring men, and continue to resort to the present system, the Police will be almost powerless.

On the 14th November there being but three or four vessels in port, and no longer any inducements for desertions, eleven constables were paid off, the duties for the rest of the season performed by the four officers, engineer of steamer, the whole being disbanded on the 30th November with the exception of the engineer who will remain a few days longer to lay up the engine, &c., as customary.

I have the honour to be, Sir,

Your obedient servant,

J. U. GREGORY,

*Superintendent Quebec Harbour Police.*

## APPENDIX No. 10.

STATEMENT relating to Wharves under control of Department of Marine on 30th  
June, 1891.

(Rules established for the Government of Wharves 12th June, 1889.)

| Locality.                       | Wharfinger.           | Date of Appointment. | Remuneration Allowed.             | Amount deposited to credit of Receiver General. |
|---------------------------------|-----------------------|----------------------|-----------------------------------|---|
| <i>Ontario.</i>                 |                       |                      |                                   | \$ cts.   |
| Cockburn Island.....            | Alfred Monck .....    | May 30, 1889.        | 25 p.c. of collections.....       | 41 98   |
| Goderich.....                   | Vacant.....           |                      |                                   |   |
| Inverhuron.....                 | do.....               |                      |                                   |   |
| Kingsville.....                 | S. A. King.....       | May 5, 1890.         | 25 p.c. of collections.....       | 201 43  |
| Morpeth.....                    | Richard Wade .....    | April —, 1885.       | 25 do.....                        | 41 76   |
| Rondeau.....                    | W. R. Fellows.....    | Dec. 17, 1888.       | 25 do.....                        | 40 80   |
| Sault Ste. Marie.....           | W. H. Plummer.....    | Jan. 2, 1890.        | \$100 per an. of collections..... | 806 74  |
| Southampton.....                | James Johns.....      | Sept 12, 1890.       | 25 p.c. of collections.....       | 20 00   |
| Summerstown.....                | Don. Ward.....        | June 4, 1891.        | 25 do.....                        | Nil.  |
| Warton.....                     | H. R. A. Eby.....     | Dec. 10, 1890.       | 25 do.....                        | Nil.  |
|                                 |                       |                      |                                   | 1,152 71  |
| <i>Quebec.</i>                  |                       |                      |                                   |   |
| Anse St. Jean.....              | Vacant.....           |                      |                                   |   |
| Baie St. Paul.....              | do.....               |                      |                                   |   |
| Berthier.....                   | Chas. Bouffard.....   | March 24, 1890.      | 25 p.c. of collections.....       | 23 25   |
| Carleton.....                   | Jos. Cauchon.....     | June 4, 1889.        | \$50 per an. of collections.....  | 142 70  |
| Cascades.....                   | Vacant.....           |                      |                                   |   |
| Chicoutimi.....                 | do.....               |                      |                                   |   |
| Isle aux Grues.....             | Jos. Painchaud.....   | Feb. 17, 1890.       | 25 p.c. of collections.....       | Nil.  |
| Lacolle.....                    | B. V. Naylor.....     | July 2, 1886.        | 25 do.....                        | 18 66   |
| Les Eboulements.....            | Vacant.....           |                      |                                   |   |
| L'Islet.....                    | P. Plonde.....        | Feb. 17, 1890.       | 25 p.c. of collections.....       | 7 40  |
| Murray Bay.....                 | Vacant.....           |                      |                                   |   |
| New Carlisle.....               | John C. Hall.....     | June 4, 1889.        | 25 p.c. of collections.....       | 258 77  |
| Port Daniel.....                | John Enright.....     | Sept. 11, 1890.      | \$50 per an. of collections.....  | 105 28  |
| Pointe aux Origneaux.....       | Vacant.....           |                      |                                   |   |
| Rivière Ouelle.....             | do.....               |                      |                                   |   |
| Rivière du Loup.....            | do.....               |                      |                                   |   |
| St. Alphonse de Bagotville..... | do.....               |                      |                                   |   |
| Ste. Cécile du Bic.....         | do.....               |                      |                                   |   |
| St. Jean d'Orléans.....         | do.....               |                      |                                   |   |
| St. Laurent d'Orléans.....      | do.....               |                      |                                   |   |
| Tadousac.....                   | do.....               |                      |                                   |   |
| Trois Pistoles.....             | do.....               |                      |                                   |   |
|                                 |                       |                      |                                   | 556 06  |
| <i>Nova Scotia.</i>             |                       |                      |                                   |   |
| Arisaig.....                    | Vacant.....           |                      |                                   |   |
| Avonport.....                   | Robert Shaw.....      | Nov. 23, 1888.       | 25 p.c. of collections.....       | Nil.  |
| Barrington.....                 | Vacant.....           |                      |                                   |   |
| Bayfield.....                   | Edward Randall.....   | Aug. 25, 1888.       | 25 p.c. of collections.....       | 83 17   |
| Belliveau's Cove.....           | Ambrose Thériau ..... | Aug. 25, 1888.       | 25 do.....                        | Nil.  |
| Broad Cove Marsh.....           | Vacant.....           |                      |                                   |   |
| Brooklyn.....                   | F. T. Gardiner.....   | Oct. 20, 1882.       | 20 p.c. of collections.....       | Nil.  |
| Canada Creek.....               | C. E. Eaton.....      | Nov. 23, 1888.       | 25 do.....                        | 14 24   |
| Cape Cove.....                  | Jacob Deveau.....     | Aug. 2, 1889.        | 25 do.....                        | 50 94   |
| Centreville.....                | W. M. B. Dakin.....   | Aug. 25, 1888.       | 25 do.....                        | 34 77   |



STATEMENT relating to the Wharves, &c.—*Continued.*

| Locality.                                  | Wharfinger.                         | Date of Appointment. | Remuneration Allowed.       | Amount deposited, to credit of Receiver General. |
|--|-------------------------------------|----------------------|-----------------------------|--|
| <i>Nova Scotia—Continued.</i>              |                                     |                      |                             | \$ cts.  |
| Chipman's Brook.....                       | Jas. Misaner.....                   | Nov. 23, 1888.       | 25 p.c. of collections..... | 10 93  |
| Church Point.....                          | Fred. Belliveau.....                | Sept. 15, 1888.      | 25 do.....                  | 111 10   |
| Cow Bay.....                               | Arch. McKinnon.....                 | April 15, 1879.      | 7½ do.....                  | 2,250 55   |
| Cranberry Head.....                        | Abram Thurston.....                 | Feb. 16, 1889.       | 25 do.....                  | Nil.   |
| Delap's Cove.....                          | W. R. McCaul.....                   | Nov. 28, 1889.       | 25 do.....                  | Nil.   |
| Digby.....                                 | H. B. Short.....                    | Jan. 9, 1891.        | 25 do.....                  | 573 02   |
| Eagle Head.....                            | Nathan Leslie.....                  | Jan. 9, 1889.        | 25 do.....                  | Nil.   |
| East Bay.....                              | Donald McInnis (Ronald's son.)..... | April 5, 1886.       | 50 do.....                  | Nil.   |
| Grand Narrows, Victoria Co. do Cape Breton | John P. McNeill.....                | Aug. 25, 1888.       | 25 do.....                  | 27 32  |
| Co.....                                    | E. A. McNeill.....                  | Nov. 6, 1888.        | 25 do.....                  | Nil.   |
| Hall's Harbour.....                        | Sydney Roscoe.....                  | Nov. 23, 1888.       | 25 do.....                  | Nil.   |
| Hampton.....                               | Judson Foster.....                  | Aug. 25, 1888.       | 25 do.....                  | 24 52  |
| Harbourville.....                          | C. O. Cook.....                     | Nov. 23, 1888.       | 25 do.....                  | 40 30  |
| Maitland, Hants Co.....                    | C. S. Stuart.....                   | Sept. 5, 1888.       | 25 do.....                  | 117 46   |
| do Yarmouth Co.....                        | J. W. Raymond.....                  | April 14, 1890.      | 25 do.....                  | 35 00  |
| Margaretsville.....                        | T. J. Downie.....                   | Aug. 25, 1888.       | 50 do.....                  | 84 31  |
| Meteghan Cove.....                         | H. T. Deveau.....                   | Sept. 15, 1888.      | 25 do.....                  | 132 01   |
| Meteghan River.....                        | Urbain Doucette.....                | Jan. 31, 1883.       | 20 do.....                  | 180 28   |
| Militia Point.....                         | Alex. McFayden.....                 | March 21, 1889.      | 25 do.....                  | 5 00   |
| Morden.....                                | Wm. Minnis.....                     | Nov. 23, 1888.       | 25 do.....                  | 20 02  |
| Oak Point.....                             | T. E. Bigelow.....                  | June 3, 1876.        | 33½ do.....                 | 302 08   |
| Ogilvie.....                               | R. S. Armstrong.....                | Nov. 23, 1888.       | 25 do.....                  | 3 28   |
| Parrsboro'.....                            | Thompson Tipping.....               | Nov. 26, 1888.       | 25 do.....                  | 44 74  |
| Pickett's Wharf.....                       | Andrew Bishop.....                  | Dec. 24, 1884.       | 25 do.....                  | 130 97   |
| Pictou Island.....                         | Vacant.....                         |                      |                             |  |
| Plympton.....                              | W. K. Smith.....                    | Aug. 8, 1890.        | 25 p.c. of collections..... | 11 28  |
| Point Brulé.....                           | David Stevenson.....                | Nov. 23, 1888.       | 25 do.....                  | Nil.   |
| Port George.....                           | Jas. E. Slocomb.....                | Aug. 8, 1890.        | 25 do.....                  | Nil.   |
| Port Greville.....                         | Vacant.....                         |                      |                             |  |
| Port Hood.....                             | Alex. McDougald.....                | July 21, 1890.       | 25 p.c. of collections..... | 142 80   |
| Port Hood Island.....                      | Vacant.....                         |                      |                             |  |
| Port Lorne.....                            | Samuel Beardsley.....               | Aug. 25, 1888.       | 25 p.c. of collections..... | 33 55  |
| Salmon River.....                          | J. M. Deveau.....                   | Nov. 29, 1890.       | 25 do.....                  | Nil.   |
| Saulmierville.....                         | J. T. Saulmier.....                 | Aug. 25, 1888.       | 25 do.....                  | 25 40  |
| Sheet Harbour, East and West River.....    | M. McFarlane.....                   | May 20, 1890.        | 25 do.....                  | 31 14  |
| Tancook Island.....                        | Vacant.....                         |                      |                             |  |
| Tracadie.....                              | J. M. Hall.....                     | Nov. 6, 1888.        | 25 p.c. of collections..... | Nil.   |
| Tusket Wedge.....                          | Jas. Cothreau.....                  | Feb. 16, 1889.       | 25 do.....                  | Nil.   |
| Victoria, King's Co.....                   | Wm. Brown.....                      | Feb. 11, 1889.       | 25 do.....                  | 10 01  |
| West Pubnico.....                          | N. A. D'Entremont.....              | April 9, 1890.       | 25 do.....                  | 5 50   |
| White Point.....                           | Elisha West.....                    | Jan. 9, 1889.        | 25 do.....                  | Nil.   |
| <i>New Brunswick.</i>                      |                                     |                      |                             | 4,535 69   |
| Buctouche.....                             | Angus Renaud.....                   | July 7, 1887.        | 25 p.c. of collections..... | Nil.   |
| Campbellton.....                           | Vacant.....                         |                      |                             |  |
| Clifton.....                               | do.....                             |                      |                             |  |
| Dalhousie.....                             | W. J. Smith.....                    | June 27, 1891.       | 25 p.c. of collections..... | Nil.   |
| Hopewell Cape.....                         | Wm. Hamilton.....                   | April 9, 1890.       | 25 do.....                  | 62 37  |
| St. Louis.....                             | M. Barriault.....                   | April 11, 1890.      | 25 do.....                  | 0 53   |
| <i>Prince Edward Island.</i>               |                                     |                      |                             | 62 90  |
| Annandale.....                             | James Taylor.....                   | July 2, 1885.        | 25 p.c. of collections..... | 78 31  |
| Bay View.....                              | Joseph Harrington.....              | Oct. 2, 1885.        | 25 do.....                  | 16 49  |
| Belfast.....                               | Thos. McLennan.....                 | July 21, 1890.       | 25 do.....                  | 90 74  |
| Brush Wharf.....                           | Levi R. Ings.....                   | Sept. 18, 1885.      | 25 do.....                  | 138 03   |
| Campbell's Cove.....                       | Angus McIntyre.....                 | Oct. 17, 1888.       | 25 do.....                  | Nil.   |

STATEMENT relating to the Wharves, &c.—*Continued.*

| Locality.                                 | Wharfinger.              | Date of Appointment. | Remuneration Allowed.        | Amount deposited to credit of Receiver General. |
|---|--------------------------|----------------------|------------------------------|---|
| <i>P. E. Island—Con.</i>                  |                          |                      |                              | \$ cts.   |
| Chapel Point .....                        | Ronald McCormack .....   | Sept. 18, 1885.      | 25 p.c. of collections ..... | 30 00   |
| China Point. ....                         | W. S. N. Crane .....     | Sept. 18, 1885.      | 25 do .....                  | 8 01  |
| Clifton .....                             | Wm. McKay .....          | Sept. 22, 1886.      | 25 do .....                  | 7 52  |
| Crapaud and Victoria Pier.                | James Day .....          | May 12, 1890.        | 25 do .....                  | 93 65   |
| Georgetown.. ..                           | James Bourke .....       | July 2, 1885.        | 25 do .....                  | 68 02   |
| Hickey's Wharf.. ..                       | Jas. J. Macdonald .....  | Oct. 15, 1889.       | 25 do .....                  | Nil.  |
| Higgins' Shore. ....                      | Vacant .....             |                      |                              |   |
| Hurd's Point. ....                        | R. Robblee .....         | Oct. 6, 1888.        | 25 p.c. of collections ..... | 35 02   |
| Kier's Shore. ....                        | H. S. McNutt .....       | Nov. 3, 1885.        | 25 do .....                  | 45 22   |
| Lewis Point. ....                         | Jos. A. Macdonald .....  | April 15, 1891.      | 25 do .....                  | 86 73   |
| McGee's Wharf .....                       | Vacant .....             |                      |                              |   |
| Mink River. ....                          | Edward Henderson .....   | July 2, 1885.        | 25 p.c. of collections ..... | Nil.  |
| Montague, Lambert and Stevens Piers ..... | Peter Keith .....        | May 5, 1890.         | 25 do .....                  | 109 92  |
| Murray Harbour .....                      | W. Sharam .....          | July 11, 1889.       | 25 do .....                  | 12 96   |
| Nine Mile Creek. ....                     | Edward Harrington .....  | Oct. 29, 1885.       | 25 do .....                  | Nil.  |
| North Cardigan, Newport.                  | Donald McIntyre .....    | July 2, 1885.        | 25 do .....                  | 32 40   |
| Pinette. ....                             | Hector D. Morrison ..... | Sept. 18, 1885.      | 25 do .....                  | 15 00   |
| Pownal. ....                              | Alex. McRae .....        | Oct. 2, 1885.        | 25 do .....                  | 55 21   |
| St. Mary's Bay. ....                      | C. H. Lewellin .....     | July 2, 1885.        | 25 do .....                  | 51 61   |
| Souris. ....                              | B. McEachern .....       | June 3, 1884.        | 25 do .....                  | 84  |
| South Rustico, Oyster Bed Bridge .....    | Jos. Doucette .....      | Oct. 2, 1885.        | 25 do .....                  | 34 46   |
| Sturgeon River. ....                      | Bernard Kearney .....    | Sept. 18, 1885.      | 25 do .....                  | 44 32   |
| Tignish River. ....                       | Ben Gaudet .....         | Sept. 5, 1888.       | 25 do .....                  | Nil.  |
| Vernon River. ....                        | J. G. McKenzie .....     | Oct. 19, 1885.       | 25 do .....                  | 97 72   |
| West Point. ....                          | Vacant .....             |                      |                              |   |
| Wood Island .....                         | M. H. McMillan .....     | May 16, 1889.        | 25 p.c. of collections ..... | 17 24   |
|   |                          |                      |                              | 1,169 42  |

## RECAPITULATION.

|                            |            |
|----------------------------|------------|
| Ontario .....              | \$1,152 71 |
| Quebec .....               | 556 06     |
| Nova Scotia .....          | 4,535 69   |
| New Brunswick .....        | 62 90      |
| Prince Edward Island ..... | 1,169 42   |

Total wharfage dues collected. .... \$7,476 78

Add—Fees received by undermentioned Harbour masters in excess of remuneration allowed:—

|   |         |
|---|---------|
| Harbour Master, New Richmond, Que. .... | \$ 1 50 |
| do St. John's, Que .....                | 149 50  |
| do Cape Canso, N.S. ....                | 12 90   |
| do Halifax, N. S. ....                  | 19 50   |
| do International Pier, N.S. ....        | 4 00    |
| do Yarmouth, N.S. ....                  | 3 00    |
| do Chatham, N.B. ....                   | 64 00   |
| do St. Andrew's, N.B. ....              | 10 50   |
| do Nanaimo, B.C. ....                   | 65 90   |
|   | 329 00  |

Total revenue from Wharves and Harbours. .... \$7,805 78

N. B.—With exception of Cow Bay and Digby, wharfingers are not required to forward returns of collections till end of calendar year. This statement only shows amounts received by Department and placed to credit of Receiver-General up to 30th June, 1891. At several wharves marked "Vacant," appointments have been made since 30th June.

## APPENDIX No. 11.

## 54-55 VICTORIA.

## CHAP. 36.

## An Act respecting the Shipping of Live Stock.

[Assented to 30th September, 1891.]

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

1. This Act may be cited as "The Live Stock Shipping Act."

2. In this Act, unless the context otherwise requires,—

(a.) The expression "Minister" means the Minister of Marine and Fisheries;

(b.) The expression "inspector" means an inspector for the purposes of this Act only;

(c.) The expression "certificate" means a certificate issued under and for the purposes of this Act only;

(d.) The expression "ship" means any vessel used in navigation; and the expression "ship carrying live stock" means any ship employed in carrying live stock from any port or place in Canada to any port or place out of Canada, not being a port or place in the United States of America, or in Newfoundland, or in St. Pierre or Miquelon, or in Bermuda, or in any of the West Indian Islands, or in Mexico, or in South America.

3. The Governor in Council may make rules and regulations for the health, security and safe carriage of live stock on ships; and such rules and regulations shall be published in the *Canada Gazette*, and shall have the force of law from the date of their publication or from such later date as is therein appointed for their coming into force.

4. The Governor in Council may appoint inspectors and determine the remuneration to be paid them out of the fees collected under the provisions of this Act; and any fees collected by an inspector in excess of the amount of the remuneration so determined shall be paid over by him to the Minister of Finance and Receiver General, to form part of the Consolidated Revenue Fund of Canada:

(2.) At any port for which no inspector has been appointed under this Act, the port warden duly appointed by the Governor in Council shall be *ex officio* the inspector:

(3.) At any port at which there is no port warden so appointed and for which no inspector has been appointed under the provisions of this Act, the chief officer of customs at such port shall be *ex officio* the inspector:

(4.) Every inspector shall, as soon as may be after the thirty-first day of December in each year, furnish to the Minister a written statement of the fees collected by him under the provisions of this Act during such year and of the manner in which he has disposed of them.

5. The Governor in Council may establish a fee to be paid on each head of live stock shipped on any ship carrying live stock; and no officer of customs shall grant a clearance to any such ship with live stock on board until such fee has been paid.

6. Every certificate issued by an inspector shall be in triplicate, one of which shall be delivered to the master or agent of the ship, one to the chief officer of customs of the port from which such ship clears, and one shall be retained by the inspector.

7. No officer of customs shall grant a clearance to any ship carrying live stock until he receives the certificate of an inspector, certifying the number of live stock such ship is adapted to carry, as well as the number actually on board for the intended voyage, and that such ship is seaworthy, and that the arrangements for carrying such live stock are approved of by him, and also, if such live stock is carried on the upper or spar deck, that the shelters or fittings are sufficiently strong and substantial to ensure the safety of such live stock for the voyage, and that all the requirements of the rules and regulations at the time in force, respecting the health, security and safe carriage of live stock on ships, have been complied with :

(2.) Every person who sends or attempts to send, or is a party to sending or attempting to send, and every master who takes or attempts to take such ship to sea, without having first obtained the aforesaid certificate, shall be guilty of a misdemeanour; and the ship shall also be liable to a penalty of one thousand dollars, and may be seized and detained by any chief officer of customs, whenever or wherever found in Canada until such penalty and the costs of seizure are paid :

(3.) A prosecution under this section shall not be instituted except by or with the consent of the Minister :

(4.) A misdemeanour under this section shall not be punishable upon summary conviction.

8. When any ship carrying live stock has complied with the foregoing requirements, and obtained a clearance at any port or place in Canada, and, not having on board as great a number of live stock as her certificate allows her for the intended voyage, proceeds to another port or place in Canada to complete her cargo of live stock, the master of such ship shall notify the inspector, before clearing, of his intention so to do; and it shall then be the duty of the inspector at the first port of clearance to notify the inspector at the port at which the ship is to complete her cargo of live stock, of the master's intention, the number of live stock on board, and the number allowed to be carried by the certificate for the intended voyage :

(2.) In such case the ship, upon her arrival at the port at which her cargo of live stock is to be completed, shall not take on any live stock until the accommodation for such additional stock has been inspected and approved of by the inspector of the port, who shall certify that the additional live stock shipped on board such ship does not cause the number on board to exceed the number allowed by the certificate for the intended voyage, and that the arrangements for carrying such additional live stock are approved of by him :

(3.) No officer of customs shall grant a clearance to any such ship for the additional live stock until he has received the inspector's certificate referred to in this section :

(4.) Any master of a ship who fails to comply with the requirements of this section, or who sails or attempts to go to sea without having complied with the requirements of this section, shall incur a penalty of one thousand dollars, and such ship shall be liable for such penalty, and may be seized and detained by any chief officer of customs wherever and whenever found in Canada, until such penalty and the costs of the seizure are paid.

9. The master of any ship which proceeds to sea, or attempts to proceed to sea, with a greater number of live stock on board than is allowed by her certificate for the intended voyage, shall incur a penalty of one thousand dollars, and such ship shall be liable for such penalty, and may be seized and detained by any chief officer of customs wherever and whenever found in Canada, until such penalty and the costs of the seizure are paid.

10. All penalties recovered under the provisions of this Act shall be paid over to the Minister of Finance and Receiver General, to form part of the Consolidated Revenue Fund of Canada.

11. Nothing in this Act contained shall be deemed to modify or affect in any way the provisions of the Acts thirty-fourth Victoria, chapter thirty-three, intituled *An Act to provide for the appointment of a Port Warden for the Harbour of Quebec*; thirty-sixth Victoria, chapter eleven, intituled *An Act to amend the Acts relating*

to Port Wardens at Montreal and Quebec; and forty-fifth Victoria, chapter forty-five, intituled *An Act to amend and consolidate the Acts relating to the office of Port Warden for the Harbour of Montreal*; or of chapter eighty-five of the Revised Statutes, intituled *An Act respecting Port Wardens*; but the provisions hereinbefore contained shall, as respects the ports to which the said Acts respectively apply, be construed as enacted in addition to and not in derogation of the said Acts.

#### REGULATIONS RESPECTING THE SHIPPING OF LIVE STOCK FROM CANADA.

Pursuant to the authority vested in the Governor in Council by the third section of the Act respecting the shipping of Live Stock, 54-55 Victoria, chapter 36, intituled "An Act respecting the Shipping of Live Stock," the following Regulations are prescribed for ships engaged in the transportation of live stock from any port or place in Canada to any port or place out of Canada, not being a port or place in the United States of America, or in Newfoundland, or in St. Pierre or Miquelon, or in Bermuda, or in any of the West India Islands, or in Mexico, or in South America.

*Interpretation.*—In these rules the expression "cattle" means bulls, oxen, cows, and heifers one and two years old.

##### APPLICATION FOR INSPECTION.

No. 1. The master, owner or agent of every ship intending to take on board live stock for transportation from Canada, shall, if such ship requires to be inspected under the provisions of the Act hereinbefore mentioned, apply for inspection in writing to the inspector of the port at which the live stock is to be shipped, whereupon the inspector will take the steps necessary to inspect the vessel, and determine whether she is a safe, seaworthy and suitable ship for the transportation of live stock on the voyage intended.

If the inspector approves of the vessel, he should notify the owner, master or agent, that he may proceed to fit up the ship as required by these regulations, but if the vessel has been previously fitted for the transportation of live stock, in a manner not consistent with these regulations, the inspector shall require compliance with these requirements in all respects, before issuing his certificate.

##### SPACE.

No. 2. Fat cattle carried on the upper or spar deck or any other deck, must be given a space of 2 feet 8 inches clear in width by 8 feet clear in length each, and not less than 6 feet 3 inches in height (but pens for sheep shall be not less than 7 feet in height divided into two compartments 3 feet 6 inches in height each) and in no case shall more than four head of cattle be allowed in each pen except at the end of a row where five may be allowed together—provided, however, that five cattle, each 1,000 lbs. weight or under, commonly known as "stockers," may be carried in a pen instead of four fat cattle. As regards space for sheep, not more than eight or nine sheep will be counted equal to one fat ox, according to the discretion of the inspector. Cows in calf are to be given the same space as fat oxen.

##### DECKS.

No. 3. Cattle shall not be carried on more than three decks; and every deck on which cattle are carried must be provided with sufficient ventilation as hereinafter prescribed.

##### UPPER DECK FITTINGS.

No. 4. *Stanchions, Wooden.*—Stanchions must be of good sound spruce timber, not less than 3 by 5½ inches, placed at proper distances from centres, against

ship's rail and secured to the rail by a hook of not less than  $\frac{5}{8}$  inch wrought iron with nut and screw. If the bulwarks are open the foot of stanchions must be secured by filling pieces 2 x 3 inches placed outside of rail stanchions, to which the outside planking shall be nailed, and the whole secured by through bolts and nuts. A piece of 2 x 3 inches or 2-inch plank shall be fastened to outside of stanchion and run up to underneath rail to chock stanchion down. Outside stanchions shall extend up sufficient height to form stanchions for a hand-rail where necessary for the protection of the seamen. If the bulwarks are not open, the foot of the stanchions shall be secured by a bracing of 2 x 3 inch sound lumber from the back of each stanchion. Outside stanchions at top of pen shall be properly secured to fore and aft stringer beams or plates not less than  $5\frac{1}{2}$  x 2 inches. Inside stanchions must be placed directly in line without board stanchions, to be set up so that the  $5\frac{1}{2}$ -inch way of the stanchions shall set fore and aft, and properly secured at top to fore and aft stringer beams or plates not less than  $5\frac{1}{2}$  x 2 inches, firmly secured at foot to deck and flooring to keep from lifting.

*Stanchions, Iron.*—These may be used in place of wooden stanchions and should be not less than 2 inches in diameter, set in iron sockets above and below and fastened with nut and bolt.

*Beams.*—Beams or rafters must be of good sound lumber, 2 by 6 inches, suitably placed, to run clear across the ship where practicable. Should any house or deck fittings be in the way, then butt up closely to same. These beams shall be shouldered on the stanchions and made secure with chocks nailed or otherwise, properly fastened to stanchions.

*Angle-iron Frames.*—Angle-iron frames fitted from side to side on top deck, 5 feet apart, may be used instead of wooden stanchions and beams.

*Head or Breast Boards.*—Head boards shall be not less than  $1\frac{1}{2}$  x 12 inches of good sound lumber, and well secured on the pen side of the stanchions. A double stanchion to secure head-board shall be set up at each end of pen. A bolt of iron  $\frac{5}{8}$ -inch in diameter shall pass through the double stanchions and head-board, secured by a nut and screw. All head-boards shall have holes bored through them at proper distances, to tie the animals.

*Foot Boards.*—Foot boards shall be of the same material as head boards, properly nailed to stanchions on the inside of same.

*Division Boards.* Division boards shall be of  $1\frac{1}{2}$ -inch x 12-inch sound lumber, fitted perpendicularly and arranged so that they divide the animals into pens of four, or at end of row into pens of five.

*Flooring.*—Flooring for the deck shall be of sound 1 inch boards, laid fore and aft on scantlings 2 x 3 inches laid athwartships on the deck at 18-inch centres, and the whole well secured.

It is optional with the owners whether they permit sheathing to be used on their ships with wooden decks, or whether they allow footlocks to be secured to the deck. But on iron decks it is absolutely necessary (if permanent footlocks are not down) to sheath them before putting down the footlocks in order to fasten same.

*Footlocks.*—Footlocks shall be of good sound spruce or pine lumber, or hardwood,  $1\frac{1}{2}$  x 3 inches, laid fore and aft of ship, properly secured to sheathing or deck, placed 17, 16, 22 and 16 inches apart (the first one distant 17 inches from the trough), nailed when practicable with 4-inch nails through into deck strips and braced by similar locks placed athwart 18 inches apart and nailed through to deck strips.

*Outside planking.*—All the outside planking on open and closed railed ships, must be properly laid fore and aft of ship and nailed to the backs of stanchions, and battened, after the 1st November. Nothing less than  $1\frac{1}{2}$ -inch spruce or pine is to be used for this purpose.

*Planking of Shelter Deck to be erected on Upper Decks.*—The planks or boards to be nailed on this deck should be not less than 1-inch sound lumber 12 inches wide, laid on purlins, with 4 inches of space between the boards; the space to be fitted with a block 4 x 1 inch at back and front plates or stringers, and at the purlins to

give additional support to the second covering, which is to be of boards of the same dimensions, laid over the 4-inch openings of lower boarding.

#### UNDER DECK FITTINGS.

*Stanchions.*—Stanchions shall be of good sound spruce lumber not less than 3 by 5½ inches, set up at proper distances from centres so that the 5½-inch way of same shall stand fore and aft and jammed in tight between the two decks, properly braced on head and from side to side of ship; this bracing shall be of 2 x 3 inch spruce or pine and be properly butted against each stanchion. Where it is found impracticable to run these braces across ship, by reason of hatches, &c., coming in the way, then they shall be well braced from hatch coamings and from the obstruction, which prevents running braces from side to side. The heads of these stanchions shall be braced fore and aft by 2 by 3 inch pieces well nailed on each stanchion and running fore and aft close up to the lower edge of the ship beams and butted at each end of compartment and against themselves, or choked in underneath beam and well nailed to heads of stanchions. If upper and lower decks are wood then the stanchions set up between decks may be secured by well cleating to each deck by heads and heels of same.

*Head or Breast Boards, Foot Boards, Division Boards, Flooring and Footlocks* shall be of the same dimensions as those on the upper deck and fastened in the same manner, and shall have holes bored at proper distances to tie animals.

*Troughs.*—Suitable troughs whether on upper or under decks shall be formed on the foot-boards about 12 inches wide, when required. Troughs for sheep must be made water tight.

*Casing for Steering Gear.*—A suitable casing must be placed over the ship's steering gear when found necessary.

*Alley-ways.*—Alley-ways between the pens must not be less than two feet wide, except forward and aft, where they may be not less than 18 inches for a distance of 21 feet 4 inches from the end of the ship inwards, and no feed shall be placed or stowed in alleyways.

#### VENTILATION.

No. 5. Each compartment containing cattle must have at least four bell-mouthed ventilators, of not less than 18 inches inside diameter, and with tops exceeding 7 feet in height, two situated at each end of the compartment, and must also be supplied with a sufficient number of fans worked by steam to provide good ventilation for the cattle.

No. 6. No cattle shall be loaded along the alley-ways by engine room unless side of said engine room is covered by 1-inch lumber making a 3-inch air-space between.

No. 7. No cattle shall be loaded on hatches on decks above cattle, nor shall any merchandise, freight or food for cattle be loaded on said hatches, but said hatches shall at all times be kept clear, but cattle may be carried on the lowest hatch provided that a space on such hatch of twelve feet square be at all times kept clear and free, and no cattle shall be carried on any part of the vessel where in ordinary course of navigation they would interfere with the proper management of the vessel or would interfere with the efficient working of the boats.

#### MISCELLANEOUS.

No. 8. Convenient and suitable stowage shall be provided under deck for the feed for cattle; but hay to the extent of 50 lbs. for each head of cattle for consumption in the River and Gulf of St. Lawrence may be stowed on deck properly covered, and must be the first hay used. The inspector must be satisfied as to the quality and quantity of food and water provided for the cattle.

No. 9. All vessels will carry not less than 4 hogsheads, of over 100 gallons' capacity, for each 100 head of cattle and these shall be filled with fresh cold water before sailing and re-filled as emptied, unless the vessel is fitted with water pipes suitably placed and fitted with taps for watering the cattle.

No. 10. Shippers of cattle will require to furnish a foreman and attendants to take charge of the cattle on board ship and there shall be one man, including the foreman, for each 25 head of cattle shipped. Shippers are required to notify the inspector at least twelve hours before the sailing of the ship of the name of the foreman to be in charge of their shipment and of the names of the attendants, and must furnish the inspector with satisfactory evidence of their sobriety, experience, ability and general good conduct, and every such foreman and cattle attendant shall sign the ship's articles or agreement before the ship clears on her intended voyage, and be subject to the authority of the master, and the inspector shall see that the eating and sleeping accommodations for the cattle attendants and foreman are as good as the same accommodations provided for the crew of the ship. Every ship's articles or agreement signed by the foreman and attendants shall clearly state the wages to be paid to each. The foreman and attendants must report themselves to the inspector at least six hours before the sailing of the ship.

No. 11. Cattle will be tied with rope not less than  $\frac{5}{8}$ -inch in diameter, which shall not be used more than once.

No. 12. False decks on which cattle have been loaded must be removed and the manure and dirt cleaned away before the ship receives another cargo of cattle.

No. 13. The inspector may in case he finds any of the fittings are worn, decayed or appear to be unsound, require the same to be replaced before he clears the vessel. He will also supervise the loading of cattle and see that they are properly stowed and tied, and that all the requirements of these regulations have been complied with.

No. 14. Water condensers shall be on board in good working order and of sufficient capacity to provide eight gallons, every twenty-four hours, of fresh cold water for each head of cattle carried, whether the ship is fitted with water ballast tanks or not.

No. 15. Live stock shall not be taken on board until the loading of the cargo has been completed unless the consent of the inspector in writing to do otherwise is first obtained.

No. 16. The back of pens are to be lined with one-inch board to the height of four feet, nailed to back stanchions on inside, making the back of the pens flush and smooth, if the inspector deems it necessary.

No. 17. The work throughout must be well nailed and strongly put together, and to the satisfaction of the inspector.

No. 18. If the ship is not lighted by electric lights, the inspector should see that sufficient ship's lanterns are provided to light between decks, when live stock are carried.

No. 19. Passages must be left so that the scuppers can be reached and kept clean.

No. 20. Any dispute arising under these regulations in regard to providing for the health, security and safe carriage of live stock shall be referred to the Minister of Marine and Fisheries, who may decide the matter, or the Minister may refer it to any person considered competent by him and in either event the decision of the Minister or of such person shall be final.



## APPENDIX No. 12.

LIST of persons to whom rewards have been granted by the Government of Canada, for the year 1891, for gallant and humane services rendered in saving life from shipwrecked Canadian vessels, or by British or Foreign Governments for similar services rendered by Canadian vessels in saving life from shipwrecked British and Foreign vessels for same period.

| Names and Designations of Persons.  | Nature of Service Rendered.  | Date of Service Rendered. | Description of Reward.  |
|---|--|---------------------------|---|
| M. Heinrichs, seaman of the German steamer "Eider."   | Assisting in rescuing the crew of the "Abbie B" of Windsor, N.S., in 1885.   | July 29, '85              | \$15 was paid him in 1891 as he could not be traced till then.                            |
| Capt. Richard Chirstian, Pat. Christian and Nicholas Christian of the Nova Scotia schr. "Lady of the Lake."   | Rescue of 3 men who were in danger of drowning by the capsizing of their boat in New London Harbour, Prince Edward Island, in 1890.        | do 18, '90                | A silver watch to captain and a binocular glass to each of the men.                       |
| I. Iverson and J. Jergeusen, seamen of the Norwegian brig "Svea."   | Assisting in the rescue of the master and crew of the "Warren W." of Charlottetown, P. E. Island, in 1887.                                 | Dec. 24, '87              | \$7 to Iverson and \$15 to Jergeusen.   |
| David Comline, chief officer, Peter Wrangle, boatswain, James McManus, W. Neil and H. G. Jones, able-bodied seamen of the British steamer "Discoverer." | Humane and generous services to the shipwrecked crew of the "Rowland," of Charlottetown, P. E. Island.                                     | April 1, '91              | A binocular glass to the chief officer, \$12 to boatswain and \$10 to each of the seamen. |
| Life-boat crew of "Valparaiso."   | Humane and gallant services rendered to the master and crew of the bark "James Martin" of Pictou, N.S.                                     | July 2, '90               | \$140.  |
| Angus McDonald, Aspey Bay, C.B.   | Gallant exertions in rescuing a seaman of the Norwegian bark "Marie" in a storm.   | Oct. 12, '90              | A binocular glass.  |
| Charles Denly, Ralph Clark, James Skelly, Wm. Graham and Wm. Aldrige, fishermen of Collingwood.   | Rescuing 2 men whose boat had capsized.  | Nov. 25, '90              | \$5 to each man and a letter of thanks.   |
| Pedro Juan Zaraqosa, Captain, Miquel Slovet and Juan de la Bora, seamen of the Spanish schooner "Joven Clario."   | Humane and gallant services rendered to master and crew of brig. "Grace Butler," of Halifax, which was capsized near Mayaguez, Porto Rico. | July 16, '90              | A gold medal to the master \$15 to each of the men.                                       |
| Capt. Peter Graham, Dr. E. P. McLean, David Fraser, Watkin Williams, James McGlashan and Alcide Proudrot.   | Humane and gallant exertions in rescuing 4 of the crew of the barque "Melmerly" of Liverpool, G.B.   | Oct. 12, '90              | A binocular glass presented to each one.  |
| Life-boat crew of Browvershaven, Holland.   | Gallant exertions in rescuing the Master and crew of the "Dunrobin," of Windsor, N. S., near Browvershaven, Holland.                       | Oct. 18, '90              | Gold medal to skipper of boat, and \$80 to crew.  |
| Mr. William W. Clarke, of Annapolis, N.S.   | Gallant exertions in rescuing a man who fell overboard from the tug "Weatherspoon" at night, in Annapolis Basin, Nova Scotia.              | July 16, '91              | A binocular glass.  |

LIST of Persons to whom Rewards have been granted, &c.—*Concluded.*

| Names and Designations of Persons.   | Nature of Service Rendered.   | Date of Service Renewed. | Description of Reward.  |
|--|---|--------------------------|---|
| William Funnell, of Gananoque, Ontario.                                    | Gallant exertions in rescuing a boy from drowning, who had fallen into the Gananoque River.   | Aug. 23, '90             | A silver watch.   |
| Howard Smith, of Cape Sable, Nova Scotia.                                  | Gallant exertions in rescuing a man from drowning whose boat had upset in a rough place.  | Nov. — '85               | do  |
| Hugh P. Munroe, coxswain, and crew of life-boat at Whitehead, Nova Scotia. | Rescuing crew of the stranded schooner "Sunbeam," at Whitehead, N.S.  | Dec. 1, '90              | \$45.   |
| W. A. B. Smith, coxswain, and crew of life-boat at Blanché, Nova Scotia.   | Rescuing captain and 15 fishermen of the American schooner "Plymouth Rock."   | do 11, '90               | \$40.   |
| Wm. Berry, coxswain, and crew of life-boat at Port Stanley, Ontario.       | Rescuing captain, mate and four seamen of the Canadian schooner "E. G. Benedict."   | Nov. 19, '90             | \$35.   |
| Mr. Jesse O'Brien, of Green Bay, Ontario.                                  | Dived in 16 feet of water and brought to the surface a boy of eight years, who had been in the water of West Bay, Manitoulin, for 20 minutes. | July — '91               | Presented with the Royal Humane Society's bronze medal.                           |
| Eight men of the Norwegian barque "Galathea."                              | Rescued master and six men of the brigantine "Louisa Coipel," Yarmouth, N. S., abandoned at sea.  | Feb. 19, '91             | \$5 awarded each man.   |
| Jos. Himmelman, of La Have, Nova Scotia, a boy of 10 years of age.         | Risked his life in an attempt to save a fellow school boy, who was drowned in La Have River, N.S.   | Jan. 19, '91             | Royal Humane Society's Testimonial on vellum.                                     |
| Captain A. Hautebert, of the French barque "Emile," of Havre.              | Rendered services to the captain and crew of the brigantine "Alice," of Windsor, N.S.   | Dec. 7, '90              | A gold watch to the captain.  |
| R. J. Devlin and Walter Dicks, of Ottawa.                                  | Rescued a boy from drowning in the Rideau Canal.  | Nov. 2, '90              | Royal Humane Society's Testimonial on vellum.                                     |
| Martin Mahoney, captain of schooner "M. L. Breck," of Kingston, Ontario.   | The crew of the American barge "Chas. C. Ryan," was rescued by the captain and crew of the "M. L. Breck."                                     | June 10, '90             | A gold watch presented by the Government of the United States to Captain Mahoney. |
| Captain E. H. O'Neal, of the "Aldborough."                                 | Services rendered to the crew of the German vessel "Marcobrunner," which stranded in October, 1889.   | Oct. — '89               | A gold watch with monogram and portrait awarded by the German Emperor.            |
| Captain R. L. Salter, of the "Marlborough," of Windsor, N.S.               | Rescuing crew of American schooner "Nellie Potter," abandoned at sea.   | Mar. 2, '90              | Gold medal awarded by the President of the United States.                         |

## APPENDIX

## BEING a Statement relative to the Life-boat Stations

| Stations.             | Established.          | Coxswain.         | Number of Crew.     | Salary of Coxswain.                      | Wages of Crew.                    | Value of Boat. |
|-----------------------|-----------------------|-------------------|---------------------|--|-----------------------------------|----------------|
|                       |                       |                   |                     |  |                                   | \$             |
| Blanche, N.S.....     | Sept. —, 1889.        | W. A. B. Smith.   | 6                   | \$75 p. annum and \$1.50 for each drill. | \$1.50 each drill, twice a month. | 575            |
| Cape Sable, N.S. .... |                       | Light-keeper .... | No organ-ized crew. |  |                                   |                |
| Cobourg, Ont.....     | Nov. 7, 1882.         | D. Rooney.....    | 6                   | \$75 p. annum and \$1.50 for each drill. | \$1.50 each drill, twice a month. | 575            |
| Collingwood, Ont....  | Sept. 2, 1885.        | P. Doherty.....   | 6                   | do ..                                    | do ..                             | 575            |
| Devil's Island, N.S.. | 1885.                 | Fredk. Edward..   | 6                   | do ..                                    | do ..                             | 575            |
|                       | Re-organized in 1890. |                   |                     |  |                                   |                |
| Duncan's Cove, N.S.   | 1886.                 | R. E. Monk ....   | 6                   | do ..                                    | do ..                             | 575            |
| Goderich, Ont.....    | Oct. 21, 1886.        | Wm. Babb .....    | 6                   | do ..                                    | do ..                             | 575            |
| Herring Cove, N.S..   |                       | James Dempsey.    | No organ-ized crew. |  |                                   |                |
| Mud Island, N.S. .... |                       | Jacob Pitman...   | do                  | \$80.                                    |                                   |                |
| Pelé Island, Ont....  |                       | A. Henning.....   | 6                   | \$75 p. annum and \$1.50 for each drill. | \$1.50 each drill, twice a month. | 575            |
| Pictou Island, N.S..  | Nov. 23, 1889.        | D. McLean. ...    | 6                   | do ..                                    | do ..                             | 575            |
| Poplar Point, Ont...  | April 20, 1883.       | L. Spafford ..... | 6                   | do ..                                    | do ..                             | 550            |
| Port Hope, Ont.....   | Nov. 6, 1889.         | C. R. Nixon.....  | 6                   | do ..                                    | do ..                             | 620            |
| Port Mouton, N.S. ..  | Nov. —, 1889.         | J. Maxwell ...    | 6                   | do ..                                    | do ..                             | 575 •          |
| Port Rowan, Ont ...   | Oct. 19, 1883.        | J. W. McCall...   | 6                   | do ..                                    | do ..                             | .....          |
| Port Stanley, Ont...  | June 25, 1885.        | Wm. Berry ....    | 6                   | do ..                                    | do ..                             | 575            |

## No 13.

maintained by the Dominion Government in Canada.

| Description of Boat.   | Equipment.  | Where Built.    | Expenditure for Fiscal Year ended 30th June, 1891. | Services rendered during the Season of 1891.  |
|--|---|-----------------|--|---|
|  |   |                 | \$ cts.  |   |
| Self-righting and self-bailing, 25 feet over all, 8 feet beam, Dobbins' pattern. | Full equipment, as required in regulation boat-house. | Dartmouth, N.S. | 197 70   | The American schooner "Plymouth Rock" was totally wrecked on Blanche Island, N.S., on 11th Dec., 1890. The life-boat crew at Blanche station rescued the captain, cook and 14 fishermen from the wreck.   |
| Metallic life-boat, 16 feet keel, 5 feet beam.                                   | Ordinary outfit.....                                  |                 |  |   |
| Self-righting and self-bailing, 25 feet over all, 8 feet beam, Dobbins' pattern. | Full equipment, as required in regulation boat-house. | Goderich, Ont.  | 75 00  |   |
| do .....   | do .....  | do .....        |  |   |
| do .....   | do .....  | Dartmouth, N.S. |  | The Canadian schooner "Bavarian" was driven on the shoals to the north of Goderich Harbour in a storm on the 31st Oct., 1891. The vessel became a total wreck. The captain, mate and 4 seamen were saved by the Goderich life-boat crew. The American schooner "Edward Kelly" received assistance from the same life-boat crew in a storm on the 17th November, 1891. |
| do .....   | do .....  | do .....        | 369 00   |   |
| do .....   | do .....  | Goderich, Ont.  |  |   |
| do .....   | do .....  | New York..      |  |   |
| Metallic life-boat, 28 feet keel, 6 feet beam.                                   | Full equipment.....                                   |                 |  |   |
| Fishing boats and doreys (not Govt. property).                                   |   |                 |  |   |
| Self-righting and self-bailing, 25 feet over all, 7 feet beam, Dobbins' pattern. | Full equipment, as required in regulation boat-house. | Goderich, Ont.  | 131 70   |   |
| do .....   | do .....  | Dartmouth, N.S. | 230 61   |   |
| Self-righting and self-bailing, 26 feet over all, 7 feet beam, Dobbins' pattern. | do .....  | Buffalo, U.S.   | 141 75   |   |
| do .....   | do .....  | Goderich, Ont.  |  |   |
| do .....   | do .....  | Dartmouth, N.S. |  |   |
| Surf boat, 26 feet long, 6 1/2 feet beam.  | Full equipment and boat-house.                        | Buffalo, U.S.   | 84 98  |   |
| Self-righting and self-bailing, 25 feet over all, 7 feet beam.                   | do .....  | Goderich, Ont.  |  | The schooner "E. G. Benedict" was stranded in the harbour of Port Stanley, Ont., on the 19th Nov., 1890, and the crew was compelled to take to the rigging, and were rescued from their perilous position by the Port Stanley life-boat crew.   |

## STATEMENT relative to the Life-boat Stations

| Station.                     | Established.              | Coxswain.                   | Number of Crew.                     | Salary of Coxswain.                                       | Wages of Crew.                    | Value of Boat. |
|------------------------------|---------------------------|-----------------------------|-------------------------------------|---|-----------------------------------|----------------|
| Sable Island, N.S....        | 1885.                     | Supt. Humane Establishment. | From staff of Humane Establishment. | Paid as superintendent and staff of Humane Establishment. |                                   | 2              |
| Scatterie, N. S. ....        | 1885. Re-organized, 1890. | Jas. N. Brown..             | 6                                   | \$75 per ann. and \$1.50 for each drill.                  | \$1.50 each drill, twice a month. |                |
| Seal Island, N.S....         | 1880.                     | Light-keeper....            | No organized crew.                  |   |                                   |                |
| St. Paul's Island, N.S. .... |                           | Supt. Humane Establishment. | do                                  |   |                                   |                |
| Toronto, Ont. ....           | March 1, 1883.            | Wm. Ward.....               | 6                                   | \$75 per ann. and \$1.50 for each drill.                  | \$1.50 each drill, twice a month. | 575            |
| Wellington, Ont.....         | do 17, 1883.              | H. McCullough.              | 6                                   | do ..   | do ..                             | 1,400          |
| Whitehead, N. S. ...         | June 6, 1890.             | H. P. Munroe ..             | 6                                   | do ..   | do ..                             | 575            |
| Yarmouth, N. S. ....         | 1886. Re-organized, 1889. | R. Carroll .....            | 6                                   | do ..   | do ..                             | 575            |

Besides above mentioned Life-boats, Life-

|                      |       |                  |  |                |  |     |
|----------------------|-------|------------------|--|----------------|--|-----|
| Father Point.....    | 1875. | E. Chamard....   |  | \$5 per annum. |  | 128 |
| Isle aux Grues.....  | 1875. | J. Painchard ..  |  | do             |  | 128 |
| Kamouraska .....     | 1875. | R. Leblanc ..... |  | do             |  | 128 |
| L'Islet .....        | 1875. | J. B. Dussault.. |  | do             |  | 128 |
| Murray Bay .....     | 1875. | Achille Gagné .. |  | do             |  | 128 |
| Rivière du Loup ..   | 1882. | D. Raymond.....  |  | do             |  | 128 |
| *Rivière Ouelle....  | 1886. | G. Mercier.....  |  | do             |  | 128 |
| Ste. Anne.....       | 1875. | P. Lafrance..... |  | do             |  | 128 |
| St. Jean Port Joli.. | 1875. | L. D. Babin..... |  | do             |  | 128 |
| Trois Pistoles.....  | 1885. | D. Damour.....   |  | do             |  | 128 |

\*This canoe was first stationed in 1875, but was removed to Rivière du Loup in 1882, it being considered more serviceable at the latter place. In 1886 a new canoe was built and stationed at this place.

maintained by the Dominion Government in Canada—*Concluded.*

| Description of Boat.  | Equipment.                        | Where Built.     | Expenditure for Fiscal Year ended 30th June, 1891. | Services rendered during the season of 1891.   |
|---|-----------------------------------|------------------|--|--|
|   |                                   |                  | \$ cts.  |  |
| Two boats as described above, Dobbins' pattern; one ordinary life-boat fitted with air-tight compartments; one metallic life-boat; one surf boat, and one large despatch boat, schooner rigged, equipped for sea going. | Boat-houses, full equipments, &c. |                  |  |  |
| Self-righting, &c., same as others, Dobbins' pattern, and clinker built ships' life-boat, 21 feet keel.   | Full equipment and boat-house.    | Dartmouth, N. S. | 26 50  |  |
| Wooden life-boat, 25 feet long, 6 feet beam, fitted with air-tight compartments.  | do                                | Halifax, N.S.    |  |  |
| Two surf boats, one 25 ft. over all, 6½ ft. beam, the other 23 ft. long, 4 ft. 8 in. beam.  |                                   | do               |  |  |
| Self-righting, &c., same as others, Dobbins' pattern.   | Full equipment and boat-house.    | Goderich, Ont.   | 75 00  |  |
| do  | do                                | Buffalo, U.S.    | 174 13   | The American schooner, "Owaseo," of Detroit, Mich., received assistance from the Wellington, Ont., life-boat crew on the 30th Aug., 1891. The "Owaseo" was found to be in distress and partially disabled. |
| do  | do                                | Dartmouth, N. S. | 206 25   |  |
| do  | do                                | do               | 108 86   |  |

canoes are stationed in Province of Quebec, as under.

|   |        |  |  |
|---|--------|--|--|
| 12 paddles, 2 boat-hooks, painter and boat-house. | Quebec |  |  |
| do  | do     |  |  |
| do  | do     |  |  |
| do  | do     |  |  |
| do  | do     |  |  |
| do  | do     |  |  |
| do  | do     |  |  |
| do  | do     |  |  |
| do  | do     |  |  |

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# S U P P L E M E N T

OF THE

TWENTY-FOURTH ANNUAL REPORT OF THE DEPARTMENT OF MARINE  
BEING FOR THE FISCAL YEAR ENDED 30<sup>TH</sup> JUNE, 1891.

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# R E P O R T S

OF THE

CHAIRMAN OF THE BOARD OF

# S T E A M B O A T I N S P E C T I O N

THE

TORONTO, MONTREAL, QUEBEC AND PICTOU

H A R B O U R C O M M I S S I O N E R S ,  
T H E P I L O T A G E A U T H O R I T I E S ,

T H E H A R B O U R A N D S H I P P I N G M A S T E R S , C E R T A I N P O R T W A R D E N S , T O G E T H E R  
W I T H S T A T E M E N T O F W R E C K S A N D C A S U A L T I E S A N D L I S T O F  
R E W A R D S F O R S A V I N G L I F E ,

C H I E F L Y U P T O T H E

31<sup>st</sup> D A Y O F D E C E M B E R , 1891.

*PRINTED BY ORDER OF PARLIAMENT.*



OTTAWA:

PRINTED BY S. E. DAWSON, PRINTER TO THE QUEEN'S MOST  
EXCELLENT MAJESTY

1892





## SUPPLEMENT.

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OTTAWA, 20th June, 1892.

Hon. CHARLES H. TUPPER,  
Minister of Marine and Fisheries.

SIR,—I have the honour to submit herewith supplement to the twenty-fourth annual report of the department, being for the year 1891, containing the report of the Chairman of Steamboat Inspection, the reports of the harbour commissioners for Toronto, Belleville, Montreal, Quebec, Three Rivers and North Sydney; the reports of the pilotage authorities, of harbour and shipping masters and port wardens, together with statement of wrecks and casualties, and Inspection of Sailing Ships Act.

I have the honour to be, sir,

Your obedient servant,

WM. SMITH,  
*Deputy Minister of Marine.*



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 CONTENTS.
 

---

|  | Page. |
|--|-------|
| Engineers of Steamboats.....                             | 142   |
| Harbour Commissioners, Report of—                        |       |
| Montreal.....  | 163   |
| Quebec.....  | 184   |
| Toronto.....   | 195   |
| Belleville.....  | 202   |
| Three Rivers.....  | 206   |
| North Sydney.....  | 211   |
| Harbour Masters, list of.....                            | 235   |
| Magnetic Observatory, Kingston.....                      | 294   |
| Masters and Mates.....                                   | 148   |
| Merchant Shipping—                                       |       |
| Steamboat inspection, West Ontario Division.....         | 61    |
| do East Ontario do.....                                  | 80    |
| do Montreal do.....                                      | 88    |
| do Quebec do.....  | 94    |
| do Maritime Prov. do.....                                | 104   |
| do Manitoba, Keewatin and N. W. Territories Division.... | 115   |
| do British Columbia Division.....                        | 117   |
| Number of vessels added to the Dominion.....             | 125 - |
| Number of vessels broken or laid up.....                 | 140   |
| Wrecks and casualties.....                               | 251   |
| Messenger pigeons.....                                   | 244   |
| Pilotage Authority, report of—                           |       |
| Montreal.....  | 7     |
| do Branch Pilots.....                                    | 10    |
| do Decayed Pilot Fund.....                               | 12    |
| Quebec.....  | 17    |
| do Decayed Pilot Fund.....                               | 27    |
| St. John.....  | 33    |
| Halifax.....   | 36    |
| Pictou.....  | 39    |
| Sydney, C.B.....   | 41    |
| St. Mary and Liscombe.....                               | 45    |
| County Charlotte.....                                    | 46    |
| Alberton District, P.E.I.....                            | 48    |
| Miramichi.....   | 49    |
| Bathurst.....  | 53    |
| Nanaimo.....   | 54    |
| New Westminster.....                                     | 56    |
| Victoria.....  | 58    |
| Port Warden, report of—                                  |       |
| Montreal.....  | 215   |
| Quebec.....  | 219   |
| Halifax.....   | 221   |
| Burrard Inlet.....                                       | 222   |
| Victoria.....  | 227   |
| Pictou.....  | 228   |
| Sydney, C.B.....   | 229   |
| St. Andrews.....   | 230   |
| North Sydney.....  | 231   |
| Port Hawkesbury.....                                     | 232   |
| Charlottetown.....                                       | 234   |
| Shipping and discharging of seamen.....                  | 240   |



## APPENDIX No. 1.

### HARBOUR COMMISSIONERS OF MONTREAL,

SECRETARY'S OFFICE, MONTREAL, 19th January, 1892.

WILLIAM SMITH, Esq.,

Deputy Minister of Marine,

Ottawa.

SIR,—I have the honour, by direction of the Harbour Commissioners of Montreal, as the pilotage authority, to transmit, for the information of the Honourable the Minister of Marine and Fisheries, the following report of the pilotage district of Montreal for the year ended 31st December, 1891.

Towards the end of April, Pilots Hubert A. Bélisle, Augustin Naud and Cyrille Bélisle, having reached the age of 65, were brought before the commissioners for examination, as required by the Pilotage Act, when it was decided to be inexpedient to renew their licenses, and to superannuate them as from the 1st May.

On the 23rd June Pilot Athanase Dufresne, aged 57, tendered his resignation on account of failing health, and his physician certified that it would not be safe for him to continue piloting vessels; in view of which his name was placed on the list of superannuated pilots, as from 1st August.

The four vacancies thus created were filled by the licensing as pilots of Apprentices Arthur Brière, J. S. Labranche, Alexis Perrault and N. Côme Dufresne; the first three on 28th April and the last on 23rd June.

Pilot George Dufresne, who, at the close of 1890, was under suspension on account of drinking habits, was reinstated on 28th April with a very special caution, the commissioners being satisfied that he had reformed.

The accompanying statement gives the names, earnings, &c., &c., of all the pilots for the past season.

The total amount of pilotage dues therein shown was received from the following services, viz. :—

#### *British.*

|                       |             |
|-----------------------|-------------|
| Steamships .....      | \$49,249 66 |
| Sailing vessels ..... | 2,950 94    |
|                       | \$52,200 60 |

#### *Foreign.*

|                       |            |
|-----------------------|------------|
| Steamships .....      | \$2,631 75 |
| Sailing vessels ..... | 978 82     |
|                       | 3,610 57   |

|            |             |
|------------|-------------|
| Total..... | \$55,811 17 |
|------------|-------------|

Mr. Cyrille Bélisle, jr., of Deschambault, was granted an apprentice pilot's license on 20th October.

The following list shows the name, age and residence of each apprentice pilot now serving his time under this authority :

| No. | Name.                | Age. | Residence.             |
|-----|----------------------|------|------------------------|
| 1   | Nadeau, J. B.        | 33   | Lévis.                 |
| 2   | Naud, Aubert.        | 37   | Deschambault.          |
| 3   | Bouillé, Narcisse.   | 31   | do                     |
| 4   | Léveillé, Joseph.    | 28   | Batiscan.              |
| 5   | Sauvageau, Josephat. | 29   | Deschambault.          |
| 6   | Dussault, Napoléon.  | 29   | do                     |
| 7   | Perron, Sévere.      | 33   | do                     |
| 8   | Arcand, Barthélemi.  | 29   | Lachevrotière.         |
| 9   | Bellisle, Prudent.   | 28   | Deschambault.          |
| 10  | Arcand, George.      | 27   | Lachevrotière.         |
| 11  | Toupin, Constant.    | 25   | Three Rivers.          |
| 12  | Perrault, George.    | 25   | Deschambault.          |
| 13  | Bélisle, Arthur.     | 30   | do                     |
| 14  | Bélanger, Charles.   | 21   | Lotbinière.            |
| 15  | Pleau, J. E.         | 22   | St. Anne de la Pérade. |
| 16  | Hamelin, Théodule.   | 17   | Grondines.             |
| 17  | Perrault, Anthyme.   | 23   | Deschambault.          |
| 18  | Raymond, J. N.       | 21   | do                     |
| 19  | Bélisle, Cyrille.    | 23   | do                     |

There were during the season several groundings of vessels, but no one of them was of a serious nature.

On 18th May the s.s. "Athens," while in charge of Pilot Joseph Pleau, went aground just below the new Maisonneuve Pier, within the harbour of Montreal, when approaching her berth there.

An enquiry was held at Captain Robertson's request, when the commissioners, after hearing the evidence, decided that the pilot was deserving of censure in that he had not informed himself as to the approach to this new wharf before assuming charge of a vessel for that part of the harbour; but, in view of the fact that the channel was not as fully buoyed as it will be when the pier is completed, they agreed that the charge be disposed of by a caution and reprimand.

On the 3rd September the ship "Tobique," in charge of Pilot Gédéon Groleau, and in tow of the steam-tug "Lord Stanley," also went aground just below the Maisonneuve Pier.

Captain McLaren laid a complaint against the pilot and an investigation was ordered to be held, but owing to the non-attendance of the vessel's officers at the same the case had to be dismissed.

The captain afterwards, by letter from Batiscan, explained his non-appearance, but it was then too late under the law to reopen the enquiry.

On the 14th September the s.s. "St. Asaph," in charge of Pilot Jean Arcand, when coming to anchor took a sheer and went aground to the northward of the channel below the Varennes Curve.

At the enquiry, the commissioners, after hearing the evidence, severely reprimanded the pilot for attempting to anchor in an unsuitable part of the channel, and also for unskilful handling of the steamship a week later, when a large red spar buoy was carried away by the vessel's propellor, as she was leaving the Maisonneuve Pier.

On 13th October Pilot Damase Caien was suspended to the end of the year, for having gone on board the s.s. "Newminster" early on the morning of the 6th October under the influence of liquor, and thereby caused annoyance to the agent and captain, and loss of time in looking for another pilot for the vessel.

The maintenance of the buoys and beacons by the Sincennes-McNaughton line was carried out during the season to the general satisfaction of the commissioners.

The tariff of pilotage is the same as has been in force since 5th March, 1877.

The following is an extract from it :—

| Quebec to Montreal, and <i>vice versa</i> .   | Upwards. | Downwards. |
|---|----------|------------|
|   | \$ cts.  | \$ cts.    |
| Pilotage of vessels in tow of steamers, for each foot of draft of water.....  | 2 00     | 2 00       |
| do propelled by steam do .....  | 2 50     | 2 50       |
| do under sail do .....  | 4 20     | 2 80       |
| Moving a vessel from one wharf to another in the harbour at Montreal, or from the harbour into the Lachine Canal..... | 5 00     | 5 00       |

The amounts received and expended by the harbour commissioners, as pilotage authority of the district, apart from their receipts and disbursements in trust for the Montreal Decayed Pilot Fund, of which the annual report and statements were sent you on 12th instant, certified by Messrs. Riddell & Common, chartered accountants, were as follows :—

*Received.*

|  |          |
|--|----------|
| From four pilots, the fee for their license as pilots (\$10 each) .. | \$ 40 00 |
| From two apprentice pilots, the fee for their license (\$5 each) ..  | 10 00    |
| Total .....  | \$ 50 00 |

*Expended.*

|  |                 |
|--|-----------------|
| To Messrs. Abbotts, Campbell & Meredith, for professional services ..... | \$ 32 00        |
| To 20 copies Pilotage Act .....  | 2 00            |
| To Theo. Robinson, printing, stationery, &c. ....                        | 21 62           |
| To Charles Garriepy, services as pilot agent at Quebec .....             | 600 00          |
| do allowance for postage .....   | 5 00            |
|  | <u>\$660 62</u> |

The deficiency of \$610.62 was made up out of the harbour revenue.

I have the honour to be, Sir,

Your obedient servant,

ALEXANDER ROBERTSON,

*Secretary.*

STATEMENT showing the Number of Branch Pilots for and above the Harbour of Quebec, on the Active List, on the 31st December, 1891, their Age, Residence, Number of Pilotages, Earnings, and whether employed on Special Service or on Tour de Rôle.

| No. | Name.                | Age. | Residence.                     | Date of Branch. | No. of trips to Mont. |      | No. of trips to intermediate places. |      | Total No. of trips. | Earnings to Montreal. |      | Earnings to intermediate ports. |      | Total Earnings. | Employed on Special Service or on Tour de Rôle.                                |
|-----|----------------------|------|--------------------------------|-----------------|-----------------------|------|--------------------------------------|------|---------------------|-----------------------|------|---------------------------------|------|-----------------|--|
|     |                      |      |                                |                 | In.                   | Out. | In.                                  | Out. |                     | \$                    | cts. | \$                              | cts. |                 |  |
| 1   | Bouillé, Zepherin    | 62   | Deschambault                   | Mar.            | 1                     | 15   | 14                                   | 15   | 29                  | 1,667                 | 67   | 1,667                           | 67   | 1,667 67        | Alban Line.  |
| 2   | Dufresne, Athanase   | 57   | do                             | do              | 2                     | 3    | 3                                    | 3    | 6                   | 191                   | 66   | 191                             | 66   | 191 66          | Tour de Rôle (superannuated June 23).  |
| 3   | Gagnon, Pierre       | 63   | Three Rivers                   | Nov.            | 27                    | 12   | 12                                   | 12   | 27                  | 1,244                 | 19   | 89                              | 67   | 1,333 86        | Alban Line; member Pilot Committee, '91  |
| 4   | Naud, Onésime        | 49   | Deschambault                   | Mar.            | 16                    | 15   | 15                                   | 15   | 29                  | 1,530                 | 03   | 1,530                           | 03   | 1,530 03        | do   |
| 5   | Hamelin, J. Octave   | 57   | do                             | do              | 16                    | 15   | 15                                   | 15   | 30                  | 1,130                 | 01   | 1,130                           | 01   | 1,130 01        | Intercolonial Coal Co.   |
| 6   | Chandonnet, Jos.     | 50   | St. Henri de Lévis.            | Aug.            | 2                     | 15   | 15                                   | 15   | 30                  | 1,681                 | 24   | 1,681                           | 24   | 1,681 24        | Beaver Line; member Pilot Com'ttee, '92  |
| 7   | Bouillé, Louis A.    | 54   | Deschambault                   | Sept.           | 1                     | 13   | 13                                   | 13   | 26                  | 1,463                 | 35   | 1,463                           | 35   | 1,463 35        | Alban Line.  |
| 8   | Beaudet, Prudent     | 50   | Lotbinière                     | Oct.            | 10                    | 12   | 12                                   | 12   | 24                  | 1,360                 | 40   | 1,360                           | 40   | 1,360 40        | Dominion Line.   |
| 9   | Bellisle, Elzéar     | 57   | Deschambault                   | do              | 10                    | 15   | 15                                   | 15   | 30                  | 661                   | 40   | 661                             | 40   | 661 40          | Thos. Fraser and Co.   |
| 10  | Pleau, Joseph        | 54   | Ste. Anne de la Péra.          | do              | 10                    | 7    | 7                                    | 5    | 14                  | 477                   | 94   | 53                              | 25   | 531 19          | Tour de Rôle; cautioned and reprimanded June 2.                                |
| 11  | Brunet, Celestin     | 47   | 172 Jacques-Car-               | Feb.            | 28                    | 14   | 17                                   | 17   | 31                  | 1,559                 | 33   | 1,559                           | 33   | 1,559 33        | Donaldson Line.  |
| 12  | Bellisle, Louis      | 45   | Deschambault                   | do              | 28                    | 11   | 11                                   | 11   | 22                  | 1,238                 | 94   | 1,238                           | 94   | 1,238 94        | Dominion Line; mem. Pilot Com'ttee, '92  |
| 13  | Calen, Damase        | 53   | Portneuf                       | Oct.            | 1                     | 6    | 6                                    | 4    | 12                  | 380                   | 22   | 68                              | 25   | 448 47          | Tour de Rôle; suspended from Oct. 13 to end of year.                           |
| 14  | Groleau, Ulric       | 43   | Grondines                      | do              | 30                    | 8    | 9                                    | 9    | 19                  | 676                   | 81   | 64                              | 00   | 740 81          | Tour de Rôle; mem. Pilot Committee, '91.                                       |
| 15  | Frenette, Alfred     | 52   | Portneuf                       | do              | 30                    | 11   | 15                                   | 15   | 26                  | 1,223                 | 13   | 1,223                           | 13   | 1,223 13        | McLean, Kennedy & Co.  |
| 16  | St. Amant, Alfred    | 47   | Deschambault                   | do              | 30                    | 14   | 15                                   | 2    | 33                  | 1,059                 | 79   | 116                             | 63   | 1,176 42        | Jas. & R. McLea.   |
| 17  | Bélanger, Philippe   | 52   | Lotbinière                     | Apr.            | 8                     | 7    | 7                                    | 2    | 16                  | 615                   | 90   | 123                             | 75   | 739 65          | Tour de Rôle.  |
| 18  | Gagnon, Victor       | 55   | Champlain                      | do              | 9                     | 8    | 8                                    | 8    | 18                  | 856                   | 66   | 856                             | 66   | 856 66          | Harling, Ronald & Co.  |
| 19  | Perrault, Narcisse   | 54   | Deschambault                   | do              | 10                    | 14   | 14                                   | 14   | 28                  | 1,448                 | 47   | 1,448                           | 47   | 1,448 47        | R. Reford & Co.; President Pilot Com-mittee, 1891; re-elected for 1892.        |
| 20  | Toupin, Trefflé      | 42   | Lake Bouchette, Like St. John. | Sept.           | 22                    | 5    | 10                                   | 5    | 23                  | 500                   | 61   | 224                             | 66   | 725 27          | S. S. "Petunia" to Sept. 11; afterwards on Tour de Rôle for balance of season. |
| 21  | Auger, Cleophas      | 45   | Point Lévis                    | do              | 22                    | 16   | 15                                   | 15   | 31                  | 1,699                 | 35   | 1,699                           | 35   | 1,699 35        | Beaver Line.   |
| 22  | Desjordi, François   | 49   | Lavaltrie                      | Apr.            | 8                     | 8    | 6                                    | 6    | 14                  | 628                   | 13   | 628                             | 13   | 628 13          | Tour de Rôle.  |
| 23  | Labranche, Ferdinand | 44   | Portneuf                       | do              | 8                     | 11   | 11                                   | 11   | 22                  | 1,241                 | 22   | 1,241                           | 22   | 1,241 22        | Dominion Line.   |
| 24  | Perrault, David      | 48   | Deschambault                   | do              | 9                     | 16   | 16                                   | 16   | 38                  | 1,266                 | 80   | 186                             | 93   | 1,453 73        | F. C. Henshaw; Sec. Pilot Committee, '92.                                      |
| 25  | Gauthier, Alexis     | 43   | do                             | Jan.            | 15                    | 14   | 14                                   | 1    | 28                  | 1,074                 | 58   | 21                              | 56   | 1,096 14        | R. Reford & Co.  |
| 26  | Bouillé, Louis Z.    | 41   | do                             | do              | 16                    | 10   | 14                                   | 14   | 28                  | 1,602                 | 48   | 1,602                           | 48   | 1,602 48        | Alban Line.  |
| 27  | Toupin, Joseph       | 41   | Champlain                      | Nov.            | 16                    | 20   | 20                                   | 19   | 39                  | 1,529                 | 75   | 1,529                           | 75   | 1,529 75        | Black Diamond Line.  |



|       |                   |    |                         |      |         |         |    |    |   |    |          |        |           |  |
|-------|-------------------|----|-------------------------|------|---------|---------|----|----|---|----|----------|--------|-----------|--|
| 28    | Gauthier, Laurent | 40 | Deschambault            | Dec. | 10, '79 | 11      | 11 |    |   | 22 | 1,266 00 | 170 83 | 1,266 00  | Dominion Line.   |
| 29    | Arcand, Jean      | 38 | do                      | do   | do      | 10, '79 | 6  | 2  | 4 | 19 | 558 30   |        | 558 30    | Tour de Rôle; severely reprimanded Sept. 29; member Pilot Committee, 1892. |
| 30    | Nault, Delcovie   | 38 | do                      | do   | do      | 10, '79 | 19 | 21 |   | 40 | 1,515 62 |        | 1,515 62  | Black Diamond Line.  |
| 31    | Gauthier, Wilbrod | 38 | do                      | do   | do      | 10, '79 | 14 | 1  |   | 29 | 1,582 05 | 37 34  | 1,619 39  | Allan Line.  |
| 32    | Mayrand, Louis    | 44 | Ste. Anne de la Pêrade. | do   | 9, '80  | 14      | 13 |    |   | 27 | 1,128 96 |        | 1,128 96  | Black Diamond Line.  |
| 33    | Dufresne, George  | 42 | Deschambault            | do   | 10, '80 | 7       | 7  | 3  | 3 | 20 | 564 88   | 157 00 | 721 88    | Tour de Rôle; reinstated April 28, with caution.                           |
| 34    | Arcand, Norbert   | 38 | Champlain               | do   | 10, '80 | 17      | 15 | 1  | 1 | 34 | 1,236 01 | 57 65  | 1,293 66  | Hy. Dobell & Co.; mem. Pilot Com., 1891.                                   |
| 35    | Toupin, Uldoric   | 36 | do                      | do   | 11, '80 | 7       | 7  | 1  | 2 | 17 | 1,679 73 | 96 93  | 1,776 66  | Tour de Rôle.  |
| 36    | Bouillé, Tandré   | 37 | Deschambault            | do   | 11, '80 | 10      | 13 |    |   | 23 | 1,190 08 |        | 1,190 08  | Hansa Line; Sec. Pilot Committee, 1891.                                    |
| 37    | Arcand, Nestor    | 35 | do                      | Feb. | 20, '84 | 16      | 16 |    |   | 32 | 1,214 79 |        | 1,214 79  | Ross & Co., Quebec.  |
| 38    | Nault, John       | 34 | do                      | do   | 20, '84 | 9       | 8  |    |   | 32 | 904 75   |        | 904 75    | Thomson & Ross Line.   |
| 39    | Dussault, Joseph  | 35 | do                      | do   | 20, '84 | 17      | 16 |    |   | 33 | 1,267 08 |        | 1,267 08  | J. & R. McLea.   |
| 40    | Groleau, Gédéon   | 39 | Grondines               | May  | 20, '87 | 8       | 6  | 1  | 1 | 16 | 654 16   | 56 25  | 710 41    | Tour de Rôle; complaint dismissed Sept. 29.                                |
| 41    | Bellisle, Néré    | 40 | Deschambault            | do   | 20, '87 | 17      | 19 |    |   | 36 | 1,348 72 |        | 1,348 72  | Black Diamond Line.  |
| 42    | Perrault, Liboire | 45 | do                      | Apr. | 20, '88 | 7       | 8  | 3  | 3 | 21 | 555 85   | 168 72 | 724 57    | Tour de Rôle.  |
| 43    | Raymond, Wilfrid  | 36 | do                      | do   | 20, '88 | 10      | 10 |    |   | 20 | 1,101 84 |        | 1,101 84  | Thomson & Ross Line.   |
| 44    | Hurteau, Joseph   | 30 | Contrecoeur             | Mar. | 20, '89 | 17      | 16 | 2  | 2 | 37 | 1,338 30 | 115 92 | 1,454 22  | F. C. Henshaw.   |
| 45    | Perrault, Edouard | 41 | Deschambault            | do   | 20, '89 | 8       | 7  | 7  | 6 | 28 | 604 16   | 346 15 | 950 31    | Carbray, Routh & Co.   |
| 46    | Bouillé, Lydoric  | 34 | do                      | do   | 20, '89 | 10      | 9  |    |   | 20 | 988 96   | 34 68  | 1,023 64  | Hansa Line.  |
| 47    | Dussault, Honoré  | 38 | Ste. Petronille         | July | 16, '89 | 11      | 12 | 2  | 1 | 26 | 892 90   | 83 57  | 976 47    | Ross Line.   |
| 48    | Brière, Arthur    | 34 | Portneuf                | Apr. | 28, '91 | 7       | 7  |    |   | 1  | 659 94   | 31 50  | 691 44    | Tour de Rôle.  |
| 49    | Labranche, J. S.  | 37 | do                      | do   | 28, '91 | 8       | 9  | 1  | 2 | 20 | 780 28   | 80 59  | 860 87    | do   |
| 50    | Perrault, Alexis  | 28 | Deschambault            | do   | 28, '91 | 10      | 7  |    | 1 | 18 | 777 82   | 42 00  | 819 82    | do   |
| 51    | Dufresne, N. Côme | 30 | do                      | June | 23, '91 | 6       | 7  |    |   | 13 | 562 10   |        | 562 10    | do   |
| Total |                   |    |                         |      |         |         |    |    |   |    |          |        | 55,811 17 |  |
|       |                   |    |                         |      |         |         |    |    |   |    |          |        | 53,383 34 |  |

ALEXANDER ROBERTSON,  
Secretary.

HARBOUR COMMISSIONERS' OFFICE,  
MONTREAL, 19th January, 1892.

## HARBOUR COMMISSIONERS OF MONTREAL,

SECRETARY'S OFFICE, MONTREAL, 12th January, 1892.

WILLIAM SMITH, Esq.,  
Deputy Minister of Marine,  
Ottawa.

SIR,—I have the honour, by direction of the Harbour Commissioners of Montreal, to transmit herewith, for the information of the Honourable Minister of Marine and Fisheries, the usual statements of (1) Receipts and Disbursements of the Montreal Decayed Pilot Fund for the year ended 31st December, 1891, and (2) Assets belonging to the Fund at 31st December, 1891.

The following is an abstract of the former :—

*Receipts.*

|  |             |                    |
|--|-------------|--------------------|
| Trinity dues collected at Montreal.....          | \$ 2,642 01 |                    |
| do do Sorel.....                                 | 80 00       |                    |
| do do Three Rivers and<br>at Batiscan....        | 29 07       |                    |
| do do Batiscan in 1890..                         | 10 14       |                    |
| Sundry small amounts of poundage.....            | 15 93       |                    |
|  |             | 2,777 15           |
| Interest on investments and on cash in bank..... |             | 2,589 94           |
|  |             | <u>\$ 5,367 09</u> |

*Disbursements.*

|  |             |          |
|--|-------------|----------|
| Pensions to old and infirm pilots and widows<br>of pilots..... | \$ 4,285 82 |          |
| Messrs. Riddell & Common, for audit of fund                    | 25 00       |          |
| Postage stamps and stationery.....                             | 8 39        |          |
|  |             | 4,319 21 |

Showing a net gain for the year of.....\$ 1,047 88

During the year three of the pensioners died, namely, Dame L. Narcisse Bouillé (née Hortense Proulx) on 21st February, Dame Eusèbe Toupin on 29th May, and Dame L. Narcisse Bouillé (née Marie Anne Arcand) on 7th October.

On 21st April pilots Hubert A. Belislé, Augustin Naud and Cyrille Bélisle were superannuated on account of age and infirmity, and their names were placed on the list of pensioners as from 1st May.

On 23rd June Pilot Athanase Dufresne made application to the commissioners to be superannuated on account of failing health, and his name was also added to the list of pensioners as from 1st August.

On 28th April the commissioners decided that the pension of all superannuated pilots who had served about thirty years should be increased from \$300 to \$360 per annum, the increase to date from 1st May.

There are now on the list eight old pilots at \$360 per annum, and fourteen widows, of whom eleven receive \$149.32, two \$128.00 and one \$117.32. per annum.

I have the honour to be, sir,

Your obedient servant,

ALEXANDER ROBERTSON,

*Secretary.*

## Dr. ALEXANDER ROBERTSON, Treasurer, in Account with the Decayed Pilotage Fund. Cr.

| 1891.    |   | \$    | cts. | 1891.  |  | \$ | cts. |
|----------|---|-------|------|--|--|----|------|
| Jan. 2.. | To Balance from December, 1890.....   | 1,071 | 32   |  | By Pensions paid to the following for three months ended 31st January—               |    |      |
| do 2..   | Six months' interest due 1st January, on the shares of the city of Montreal consolidated fund, viz., \$5,000, 5 per cent stock..... | 125   | 00   | Feb. 2..   | Widow Hubert Lemay, Montreal.....  | 37 | 33   |
| do 6..   | Poundage collected at Batiscan in 1890 per Collector H. M. Customs, Three Rivers.....   | 10    | 14   | do 2..   | do Olivier Abelle do.....  | 37 | 33   |
| do 7..   | Harbour of Montreal coupons, due 5th January—   |       |      | do 4..   | do Adolphe Lisé, Batiscan.....   | 37 | 33   |
|          | Series M, Nos. 154-156 = 3 x \$32.50 = \$97.50  |       |      | do 5..   | Old Pilot, Joseph Leveillé, Montreal.....  | 75 | 00   |
|          | do N, do 36-43 = 8 x 65.00 = 520.00   |       |      | do 5..   | J. B. Dorval, Cap de la Madeleine.....   | 75 | 00   |
|          | do P, do 81 = 1 x 60.00 = 60.00   |       |      | do 5..   | do Onésime Naud, Sorel.....  | 75 | 00   |
|          | do R, do 20 & 102 = 2 x 15.00 = 30.00   |       |      | do 5..   | Widow Isate Beaudry, Sorel.....  | 75 | 00   |
|          | do R, do 117-119 = 3 x 30.00 = 90.00  |       |      | do 5..   | do Sévère Bellisle, Deschambault.....  | 37 | 33   |
|          | do D, do 21 & 45-49 = 6 x 25.00 = 150.00  |       |      | do 5..   | do Zéphérin Boudreau, Three Rivers.....  | 37 | 33   |
|          | do F, do 164-172 = 9 x 20.00 = 180.00   |       |      | do 5..   | do Edouard Boudreau do.....  | 29 | 33   |
|          |   | 1,127 | 50   | do 5..   | do L. David Bouillé, Deschambault.....   | 37 | 33   |
| May 30.. | Trinity dues for May, from Collector H. M. Customs, Montreal.....   | 222   | 96   | do 5..   | do Narcisse Bouillé, née Marie Anne Arcand, Deschambault.....                        | 37 | 33   |
| June 5.. | Poundage (additional) on SS. "Greetlands" downwards.....  | 0     | 19   | do 5..   | do La. Narcisse Bouillé, née Hortense Proulx, Deschambault.....                      | 37 | 33   |
| do 10..  | Pilot Honoré Dussault, poundage on Bk. "Primus," Montreal to Pierreville; draft, 14 feet.....                                       | 1     | 05   | do 5..   | do Jas. Léandre Dussereau, Sorel.....  | 37 | 33   |
| do 23..  | Pilot Damase Cayen, poundage on SS. "Joseph L. Colby," from Montreal to Quebec; draft, 5 feet 9 inches.....                         | 1     | 18   | do 5..   | do David Mathieu, Grondines.....   | 32 | 33   |
| do 30..  | Trinity dues for June from Collector H. M. Customs, Montreal.....   | 404   | 76   | do 5..   | do Zéphérin Mayrand, Contrecoeur.....  | 37 | 00   |
| July 8.. | Six months' interest, due 1st July on the shares of the city of Montreal consolidated fund, viz., \$5,000, 5 per cent stock.....    | 125   | 00   | do 5..   | do Edouard Naud, Sorel.....  | 32 | 00   |
| do 11..  | Harbour of Montreal coupons, due 5th July—  |       |      | do 16..  | do Eusèbe Toupin, Three Rivers.....  | 37 | 33   |
|          | Series M, Nos. 154-156 = 3 x \$32.50 = \$97.50  |       |      | do 16..  | do Olivier Raymond, Montreal.....  | 25 | 00   |
|          | do N, do 36-43 = 8 x 65.00 = 520.00   |       |      | do 24..  | Riddell & Common, for audit of this fund for the year ended 31st December, 1890..... | 2  | 00   |
|          | do P, do 81 = 1 x 60.00 = 60.00   |       |      | By Pensions paid to the following for three months ended 30th April— |  |    |      |
|          | do R, do 20 & 102 = 2 x 15.00 = 30.00   |       |      | May 1..  | Widow Olivier Abelle, Montreal.....  | 37 | 33   |
|          | do R, do 117-119 = 3 x 30.00 = 90.00  |       |      | do 1..   | do Hubert Lemay do.....  | 37 | 33   |
|          | do D, do 21 & 45-49 = 6 x 25.00 = 150.00  |       |      | do 4..   | do Isate Beaudry, Sorel.....   | 37 | 33   |
|          | do F, do 164-172 = 9 x 20.00 = 180.00   |       |      | do 4..   | do Sévère Bellisle, Deschambault.....  | 37 | 33   |
|          | do G, do 289-290 = 2 x 20.00 = 40.00  |       |      | do 4..   | Zéphérin Boudreau, Three Rivers.....   | 37 | 33   |
|          |   | 1,167 | 50   | do 4..   | do Edouard Boudreau do.....  | 29 | 33   |
| do 14..  | Pilot Cléophas Auger, poundage on U. S. steamer "Shrewsbury," 4 feet draft.....   | 0     | 50   | do 4..   | David Bouillé, Deschambault.....   | 37 | 33   |
|          |   |       |      | do 4..   | do Narcisse Bouillé, née Marie Anne Arcand, Deschambault.....                        | 37 | 33   |
|          |   |       |      | do 4..   | do Placide Gaillardet, St. Grégoire.....   | 37 | 33   |
|          |   |       |      | do 4..   | do Adolphe Lisé, Batiscan.....   | 37 | 33   |
|          |   |       |      | do 4..   | do Zéphérin Mayrand, Contrecoeur.....  | 37 | 33   |
|          |   |       |      | do 4..   | do Edouard Naud, Sorel.....  | 32 | 00   |
|          |   |       |      |  | Carried forward.....   |    |      |

Dr.

ALEXANDER ROBERTSON, Treasurer, in Account with the Decayed Pilotage Fund—*Concluded.*

Cr.

| 1891.      | Brought forward .....   | \$ cts. | 1891.   | Brought forward .....  | \$ cts. |
|------------|---|---------|---|--|---------|
| July 31..  | To Trinity dues for July, from Collector H. M. Customs, Montreal .....  |         | do 4..  | By Widow Eusebe Toupin, Three Rivers .....   | 32 00   |
| Aug. 13..  | Pilot Libreire Perrault, poundage on American yacht "Sagamore," with 12 feet draft, from Quebec and back .....  | 428 71  | do 4..  | do George Raymond, Deschambault .....  | 75 00   |
| do 18..    | Pilot C. Brunet, poundage on American steamer "Ontario," from Alexandria Bay to New York, via Quebec; draft, 5 feet .....   | 3 00    | do 4..  | do J. B. Dorval, Cap de la Madeleine .....   | 75 00   |
| do 31..    | Trinity dues for August, from Collector H. M. Customs, Montreal .....   | 0 62    | do 7..  | Widow David Mathieu, Grondines .....   | 32 00   |
| Sept. 17.. | Pilot Arthur Briere, poundage on pilotage of H.M.S. "Tourmaline," from Quebec to Montreal; draft, 19 feet 1 inch .....  | 454 66  | do 8..  | do Jos. Léandre Dusseureau, Sorel .....  | 37 33   |
| do 30..    | Trinity dues for September, from Collector H. M. Customs, Montreal .....  | 2 38    | do 19..   | Old Pilot, Joseph Leveillé, Montreal .....   | 75 00   |
| Oct. 19.   | Poundage on pilotage of schooner "White Cloud," from Chicago to New York; draft, 8 feet 8 inches. Trinity dues for October, from Collector H. M. Customs, Montreal .....        | 459 56  | do 19..   | Widow Olivier Raymond .....  | 37 33   |
| do 31..    | P. B. Vanasse, Collector H. M. Customs, Three Rivers, amount of poundage collected at Three Rivers and Batiscan during season of 1891—Cheque on Three Rivers .....              | 1 21    | June 1..  | C. Narcisse Bouillé, Deschambault, universal legatee and executor of the late Dame Hortense Proulx, widow of pilot Narcisse Bouillé, the three months' pension which would have been due her on 1st May, she having died on the 21st February, 1891. (See Board Minutes of 5th May, 1891.) ..... | 75 00   |
| Nov. 25..  | Less—Bank collection .....  | 348 14  | do 16..   | Miss Caroline Toupin, Three Rivers, universal legatee of the late Dame Marguerite Marchand, widow of pilot Eusebe Toupin, the three months' pension which would have been due her on 1st August, she having died on 23th May .....   | 37 33   |
| do 30..    | Trinity dues for November, from Collector H. M. Customs, Montreal .....   | 29 07   | June 30..   | By Postage stamps supplied by the Harbour Commissioners of Montreal for six months ended 30th June, in remitting pensions by registered letter .....   | 2 64    |
| Dec. 3..   | F. L. King, Master U. S. steamer "Pentagoe" to Quebec, poundage on 9 feet draft .....   | 323 22  | By Pensions paid to the following for three months ended 31st July— |  |         |
| do 7..     | Jos. Mathieu, Collector H. M. Customs, Sorel, amount of pilotage collected at Sorel, from 30th November, 1890, to 1st December, 1891, as per statement dated 1st December ..... | 1 12    | Wuow Olivier Abelle, Montreal .....                                 |  | 37 33   |
|            | Less—Cost of bank draft .....   | 0 25    | do Hubert Lemay .....   |  | 37 33   |
| do 12..    | Charles Garriepy, Montreal, pilotage agent at Quebec, poundage on—  | 80 00   | do Adolphe Lisé, Batiscan .....                                     |  | 37 33   |
|            | H.M.S. "Tourmaline" down .....  | 2 38    | do Edouard Naud, Sorel .....  |  | 32 00   |
| do 31..    | Ship "Carin" to Batiscan up .....   | 1 13    | Old Pilot, Joseph Leveillé, Montreal .....                          |  | 90 00   |
|            | do "Progress" .....   | 1 17    | Widow Isate Beaudry, Sorel .....                                    |  | 90 00   |
|            | Interest from Montreal City and District Savings Bank on money at deposit during the year at 3 per cent .....   | 44 94   | do Augustin Naud .....  |  | 37 33   |
|            |   |         | do Sévère Bellisle, Deschambault .....                              |  | 37 33   |
|            |   |         | do Zéphérin Boudreau, Three Rivers .....                            |  | 37 33   |
|            |   |         | do Edouard Boudreau .....   |  | 37 33   |
|            |   |         | do David Bouillé, Deschambault .....                                |  | 29 33   |
|            |   |         | do Jos. Léandre Dusseureau, Sorel .....                             |  | 37 33   |
|            |   |         | do Placide Gaillardet, St. Grégoire .....                           |  | 37 33   |
|            |   |         | do David Mathieu, Grondines .....                                   |  | 37 33   |
|            |   |         | do Zéphérin Mayrand, Contrecoeur .....                              |  | 32 00   |
|            |   |         | Old Pilot, J. B. Dorval, Cap de la Madeleine .....                  |  | 37 33   |
|            |   |         | do Onésime Naud, Sorel .....  |  | 90 00   |
|            |   |         | do George Raymond, Deschambault .....                               |  | 90 00   |

|      |      |    |   |          |       |
|------|------|----|---|----------|-------|
| do   | 5..  | do | Cyrille Bellisle  | do       | 90 00 |
| do   | 5..  | do | Hubert A. Bellisle  | do       | 90 00 |
| do   | 6..  | do | Widow Olivier Raymond, Montreal.  | do       | 37 33 |
| Oct. | 23.. | do | Zépherin Bouillé, universal legatee of the late Dame Louis Narcisse Bouillé, <i>née</i> Marie Anne Arcand, amount of three months' pension which would have been due her on 1st November, she having died on 7th October. | 37 33    |       |
|      |      |    | (See Board Minutes of 13th October.)  |          |       |
|      |      |    | By Pensions paid to the following for three months ended 1st November—  |          |       |
| Nov. | 2..  | do | Widow Olivier Abelle, Montreal.   | 37 33    |       |
| do   | 2..  | do | Hubert Lemay  | 37 33    |       |
| do   | 2..  | do | David Mathieu, Grondines.   | 32 00    |       |
| do   | 2..  | do | Olivier Raymond, Montreal.  | 37 33    |       |
| do   | 2..  | do | Old Pilot, Joseph Leveillé  | 90 00    |       |
| do   | 2..  | do | do Augustin Naud  | 90 00    |       |
| do   | 4..  | do | Widow Isale Beaudry, Sorel.   | 37 33    |       |
| do   | 4..  | do | Sévère Bellisle, Deschambault.  | 37 33    |       |
| do   | 4..  | do | Zépherin Boudreau, Three Rivers.  | 37 33    |       |
| do   | 4..  | do | Edouard Boudreau  | 29 33    |       |
| do   | 4..  | do | David Bouillé, Deschambault.  | 37 33    |       |
| do   | 4..  | do | Jos. Léandre Dusseureau, Sorel.   | 29 33    |       |
| do   | 4..  | do | Placide Gaillardet, St. Grégoire.   | 37 33    |       |
| do   | 4..  | do | Adolphe Lisé, Batiscan.   | 37 33    |       |
| do   | 4..  | do | Zépherin Mayrand, Contrecoeur.  | 37 33    |       |
| do   | 4..  | do | Edouard Naud, Sorel.  | 32 00    |       |
| do   | 4..  | do | Old Pilot, J. B. Dorval, Cap de la Madeleine.   | 90 00    |       |
| do   | 4..  | do | Onésime Naud, Sorel.  | 90 00    |       |
| do   | 4..  | do | George Raymond, Deschambault.   | 90 00    |       |
| do   | 4..  | do | Cyrille Bellisle  | 90 00    |       |
| do   | 4..  | do | Hubert A. Bellisle  | 90 00    |       |
| do   | 4..  | do | Athanase Dufresne   | 90 00    |       |
| Dec. | 31.. | do | Postage on pensions for six months to 31st December, 1891.  | 3 75     |       |
| do   | 31.. | do | Balance to January, 1892.   | 2,119 20 |       |
|      |      |    | Total.  | 6,438 41 |       |

ALEXANDER ROBERTSON,  
*Treasurer.*

MONTREAL, 31st December, 1891.  
Verified—RIDDELL & COMMON, Auditors. }  
MONTREAL, 12th January, 1892.

# HARBOUR COMMISSIONERS, MONTREAL, TRUSTEES DECAYED PILOT FUND.

## STATEMENT OF THE FUND.

| Nos.                                       | Series. |   | \$ cts.   |
|--|---------|---|-----------|
| <i>Montreal Harbour Debentures.</i>        |         |   |           |
| 154-156..                                  | M..     | (Due 5th January, 1894) interest 6½ per cent, 3 × 1,000.....                | 3,000 00  |
| 36-43 .....                                | N.....  | (do 5th July, 1894) do 6½ do 8 × 2,000.....                                 | 16,000 00 |
| 81.....                                    | P.....  | (do 5th do 1896) do 6 do 1 × 2,000.....                                     | 2,000 00  |
| 20 and 102.....                            | R.....  | (do 5th do 1906) do 6 do 2 × 500.....                                       | 1,000 00  |
| 117-119.....                               | R.....  | (do 5th do 1906) do 6 do 3 × 1,000.....                                     | 3,000 00  |
| 21 and 45-49.....                          | D.....  | (do 5th do 1915) do 5 do 6 × 1,000.....                                     | 6,000 00  |
| 164-172.....                               | F.....  | (do 5th do 1917) do 4 do 9 × 1,000.....                                     | 9,000 00  |
| 189-190.....                               | G.....  | (do 5th do 1918) do 4 do 2 × 1,000.....                                     | 2,000 00  |
| <i>City of Montreal Consolidated Fund.</i> |         |   |           |
| 165 .....                                  |         | (Due 1st July, 1910) interest 5 per cent, 50 × 100.....                     | 5,000 00  |
|  |         | Cash in Montreal City and District Savings Bank at 3 per cent interest..... | 2,119 20  |
| Total .....                                |         |   | 49,119 20 |

ALEXANDER ROBERTSON,  
*Treasurer.*

MONTREAL, 31st December, 1891.

We hereby certify that we have examined the entries for the year 1891, as recorded on preceding pages, and have found them to agree with vouchers on file; also that debentures and certificates covering the sum of \$49,119.20, as enumerated on statement above, have this day been submitted for our inspection.

RIDDELL & COMMON,  
*Auditors.*

MONTREAL, 12th January, 1892.

## APPENDIX No. 2.

QUEBEC HARBOUR COMMISSIONERS' REPORT AS PILOTAGE  
AUTHORITY FOR THE YEAR 1891.

(Under 36 Victoria, Chapter 54.)

QUEBEC, 2nd January, 1892.

Hon. CHAS. H. TUPPER,  
Minister of Marine and Fisheries,  
Ottawa.

SIR,—In compliance with the requirements of the Pilotage Act, 36 Victoria, chapter 54, section 4, I have the honour to submit the following report from the Quebec Harbour Board as pilotage authority for the year 1891.

## SERVICE OF PILOT STATIONS.

The operations of the year began on the 21st of April by the despatch of pilot schooner No. 2 with eight pilots.

On the 2nd of May sixteen left on schooner No. 5, and on the 16th of same month twenty-one by schooner No. 1.

From 9th May to 25th May fifty-five were despatched to the pilot stations over the Intercolonial Railway.

As usual, all the pilot stations have been provided with pilots during the season through the Intercolonial Railway and the pilot schooners, and the service has been performed to the satisfaction of the commissioners.

## OLD PILOTS.

Under section 36 of the Pilotage Act, all the old pilots, thirteen in number, who had attained the age of sixty-five and over, were brought before the pilotage authority, before the opening of navigation, in order to establish whether they could or could not continue in the exercise of their duties for the ensuing year. They were all found to be able to perform their duties, and their licenses were consequently renewed for one year.

## PILOTS SUPERANNUATED.

Two pilots, Jean Chassé and F. X. Dallaire, have been pensioned, at their own request, during the year.

Dallaire had attained the age of seventy-five and had been fifty years in active service, and Chassé was of the same age and had been forty-eight years in active service.

## TRIALS.

Seven pilots have been brought before the pilotage authorities during the season of navigation, six of them on complaints lodged by shipmasters, and one, the grounding of s.s. "Eveline" on White Island, under 45 Victoria, chapter 32, section 4, by the commissioners themselves. In the above cases six were found guilty, and in one the charge was declared *not proven*.

One of the pilots who was tried during the year (Jean A. Lachance, No. 123) lodged an appeal against the judgment condemning him. The Superior Court dismissed the appeal with costs, and sustained the commissioners' judgment.

A statement annexed to this report conveys all the particulars as to the nature of the complaint and the result of the investigation in each case.

#### APPRENTICE PILOTS.

One apprentice pilot, Hermenegilde Paquet, was accidentally killed, about the 25th November last, by falling into the hold of the s.s. "Tiber," Captain Jean Delisle, at Little Bay, Newfoundland.

This leaves eight names on the present list, only six of which are to be counted, the two others, through their long absence, being considered dead.

As stated in the last report, these six apprentices cannot be admitted to pass their examination before the number of pilots is reduced to 125, as provided for in section 8 of 45 Victoria, chapter 52.

#### COMPLAINTS AGAINST PILOTS AND PILOTAGE SERVICE.

During the year three complaints coming under this heading have been lodged—two from masters of vessels, the "Adriane" and "Kommander Svent Foyne," and the third from the Department of Marine, Ottawa, complaining that the pilot of the s.s. "Alert" had demanded \$10 more than the authorized rates, and asking that his conduct in thus asking additional pilotage dues should be investigated.

In the first two cases mentioned, that of the "Adriane" and "Kommander Svent Foyn," satisfactory explanations have been received from the pilot board, and in the matter of the complaint against the pilot of s.s. "Alert," it was decided that the commissioners had no jurisdiction.

#### EXAMINATION OF MOUTH OF RIVER ST. CHARLES.

The examination commenced last fall and discontinued on account of the lateness of the season at the mouth of the St. Charles River, where it was claimed that the s. s. "Oregon" had touched or struck some obstruction in the fairway, was resumed this summer, and after the most careful search no obstruction of any kind was found to exist.

At the request of the commissioners a buoy has been placed by the Department of Marine on the edge of shoal Beauport Flats, about one and a half miles below the Louise Embankment, and generally supposed to be the spot upon which the Dominion mail s. s. "Oregon" struck last fall.

#### NIGHT SIGNALS.

It is remarkable that up to this year there has not been a night signal for safe entrance to the port of Quebec. The serious accident to the Dominion line mail s. s. "Oregon," fall of 1890, called attention to the fact, and this summer a series of experiments have been made by the harbour commissioners to overcome this drawback, resulting at last in success. A range signal has been established by means of a strong red light on the eastern end of the Louise Embankment, and two similar ones on the battery at top of Dog Hill, which affords a safe guide at night to all vessels entering and leaving the harbour.

#### PILOTAGE RATES.

The earnings of the pilots for and below the harbour of Quebec, not having averaged during the past three years the minimum required by law, *i.e.*, the amount of six hundred dollars, in accordance with the provisions of the "Pilotage Act" (section 15 of chap. 80, Revised Statutes of Canada), the commissioners during the month of June re-enacted the by-law allowing the seven and a half per cent increase in pilotage rates. This was sanctioned by His Excellency the Governor General in Council on the 26th day of June, and will remain in force for three years from that date.

#### PERIODICAL EXAMINATION OF PILOTS.

At the request of representatives of the shipping interests at Montreal, the Department of Marine wrote the commissioners at the close of last year as to the necessity of



instituting a periodical examination in regard to the efficiency of the pilots on the active list for and below the harbour of Quebec. After giving this question careful consideration, the commissioners decided that under the present pilotage laws they had no power to make this examination. Correspondence on this subject annexed.

## DEATHS.

One pilot has died during the year, David F. Pelletier. He was thirty-nine years old and had been in active service since 1876.

## DIRECTORS OF THE CORPORATION OF PILOTS.

At their annual meeting, held the 10th day of December instant, the pilots re-elected the following directors to their corporation for the ensuing year:—Messrs. Joseph Fortier, Auguste Despres, Laurent Godbout, Joseph Philippe Couillard, Jean Baptiste Tremblay and Jean Baptiste Talbot; and at a meeting of the new board held the following day Mr. Joseph Fortier was unanimously re-elected president.

Annexed to the present report are various statements, not therein alluded to, which contain all the information yearly conveyed to your department by the commissioners in their capacity of pilotage authority.

I have the honour to be, sir,

Your obedient servant,

JAS. WOODS,

*Secretary-Treasurer.*

CORRESPONDENCE *re* "PERIODICAL EXAMINATIONS OF LICENSED PILOTS ON ACTIVE LIST."

OTTAWA, 22nd December, 1890.

SIR,—The representatives of the shipping interests at Montreal have recently laid before the department, the necessity for instituting a periodical examination in regard to the efficiency of the pilots on the active list for and below the harbour of Quebec. I have to request that this matter may be brought under the notice of the harbour commissioners for their report, and that you will inform me as to the number of pilots on the active list at present of the age of sixty-five years and upwards.

I am, sir, your most obedient servant,

WILLIAM SMITH,

*Deputy Minister of Marine.*

The Secretary, Harbour Commissioners,  
Quebec.

HARBOUR COMMISSIONERS' OFFICE, QUEBEC, 19th January, 1891.

WM. SMITH, Esq.,  
Deputy Minister of Marine,  
Ottawa.

SIR,—In reply to your letter of 22nd ultimo, stating "that the representatives of the shipping interests at Montreal had recently laid before the department, the necessity of instituting a periodical examination into the efficiency of the pilots on the active list for and below the harbour of Quebec."

I am directed to say that the commissioners are of opinion that they have no right as the "Pilotage Authority" to make such an examination, and I enclose herewith a copy of a letter received from our legal advisers confirmatory of this decision.

I remain, sir, your obedient servant,

JAMES WOODS,

*Acting Secretary-Treasurer.*

QUEBEC, 5th January, 1891.

JAMES WOODS, Esq.,  
Secretary-Treasurer, Quebec Harbour Commissioners,  
Quebec.

DEAR SIR,—I am in receipt of your favour of the 3rd inst., and have carefully perused the "Pilotage Act" with a view of advising the commissioners as to whether they have the power to order a periodical examination of pilots under their jurisdiction, and of withdrawing their branches from such of the pilots as should, upon examination prove to be incompetent.

The powers of the harbour commissioners in the premises are contained in the Revised Statutes of Canada, chapter 49, section 15, and in so far as the matter under inquiry is concerned, are covered by sub-sections (a) (f) (i) and (j.) These sections read as follows:—

Subject to the provisions of this Act or any Act for the time being in force in its pilotage district, every pilotage authority shall have power from time to time, by by-law confirmed by the Governor in Council, to do all or any of the following things within its district, that is to say :

(a.) To determine the qualification in respect of age, time of service, skill, character and otherwise required of persons applying to be licensed as pilots.

(f.) To make regulations for the government of the pilots licensed, and the masters and mates, if any, holding certificates from such pilotage authority, and for insuring their good conduct and constant attendance to an effectual performance of their duty, on board and on shore, and for the government of apprentices, and (elsewhere than in the pilotage district of Quebec) for regulating the number of apprentices.

(i.) To provide for the compulsory retirement of licensed pilots having attained the age of sixty-five years, subject to the provisions contained in section thirty-two of this Act.

(j.) To provide for the compulsory retirement of licensed pilots proved on oath before the pilotage authority to be incapacitated by mental or bodily infirmity, or by habits of drunkenness before attaining the age of sixty-five years.

I understand sub-section (a) to be limited to the determining of the qualifications of persons applying to be licensed in the first instance or for a removal of license after attaining the age of sixty-five years, as provided in section 32 of the Act.

Sub-section (f) empowers the commissioners to make regulations for the government of the pilots licensed, and for insuring their good conduct and constant attendance to an effectual performance of their duty, on board and on shore. It appears to me that a periodical examination of the qualifications of the pilots could be ordered by by-law, as being regulations for the effectual performance of their duty, nevertheless, the question is not free from doubt.

Sub-section (j) of course provides for certain specific incapacities, but the enforcement of the section requires the passing of a by-law.

It is possible that by-laws covering all these points have been passed by the commissioners, but as I am not informed upon this point, I mention the fact to avoid an uncertainty as to the course to be followed.

The vague nature of the representations of the Montreal Shipping interest leaves one in some doubt as to the cause of their complaint. If it be mental or bodily infirmity, or habitual drunkenness, the case is clearly covered by such section (j) If it be the age, that is covered by sub-section (i) If it be ignorance or general incapacity not coupled with specific vice, *I am in some doubt whether after a pilot has been once licensed the commissioners have power under sub-section (f) to take away that license.*

I remain, yours truly,

GUSTAVUS G. STUART.

STATEMENT showing the Number of Pilots for and below the Harbour of Quebec on the Active List, on the 31st December, 1891; the Number who Retired, struck off the Active List or Died during the Year; the Number Temporarily Suspended; the Number who were unable to Serve; the Number in charge of the Government Steamers, &c., &c.

| Number. | Name.                          | Age. | Residence.                   | Number of Pilotages effected. |           |          | Casualties and Remarks.                           |
|---------|--------------------------------|------|------------------------------|-------------------------------|-----------|----------|---|
|         |                                |      |                              | Inwards.                      | Outwards. | Movages. |   |
| 1       | Régis Ménard.....              | 76   | St. Valier.....              | 4                             | 4         | 3        | To his relief since 20th August.                  |
| 2       | Joseph Pouliot.....            | 76   | St. John, Orleans.....       | 3                             | 1         | 2        |   |
| 3       | Jean Dugas.....                | 75   | Quebec.....                  | 5                             | 3         | 4        |   |
| 4       | Edouard Genest.....            | 73   | St. Pétronille, Orleans..... | 5                             | 4         | 4        | On pension from 15th March.                       |
| 5       | Joseph Dick.....               | 72   | St. John, Orleans.....       | 4                             | 4         | 4        |   |
| 6       | George Audet dit Lapointe..... | 71   | Garthby, Wolf.....           | 4                             | 4         | 4        |   |
| 7       | François Dallaire.....         | 71   | St. Laurent, Orleans.....    | 0                             | 0         | 0        |   |
| 8       | David Bouffard.....            | 74   | do.....                      | 4                             | 4         | 4        |   |
| 9       | Antoine Lapointe.....          | 67   | Quebec.....                  | 4                             | 4         | 3        | do  |
| 10      | Jean Chasse.....               | 75   | Cacoma.....                  | 0                             | 0         | 0        |   |
| 11      | François Dumas.....            | 73   | Green Island.....            | 4                             | 3         | 4        |   |
| 12      | Gilbert Baillargeon.....       | 69   | St. Pétronille, Orleans..... | 4                             | 5         | 3        | One of the Directors, re-elected. On his pension. |
| 13      | Jos. Phil. Couillard.....      | 69   | Quebec.....                  | 0                             | 0         | 0        |   |
| 14      | Julien Dion.....               | 73   | Green Island.....            | 4                             | 4         | 3        |   |
| 15      | Jérémie Dufresne.....          | 73   | Quebec.....                  | 4                             | 4         | 3        | Allan Line, pilot.                                |
| 16      | Antoine Gobeil.....            | 63   | St. Laurent, Orleans.....    | 11                            | 11        | 2        |   |
| 17      | Pierre Fontaine.....           | 63   | Quebec.....                  | 8                             | 8         | 2        |   |
| 18      | Victor Demers.....             | 66   | Lauzon, Lévis.....           | 4                             | 3         | 2        | Sick during 39 days.                              |
| 19      | Joseph Plante.....             | 61   | St. Paul's Bay.....          | 5                             | 5         | 3        |   |
| 20      | Louis Thivierge.....           | 62   | St. John, Orleans.....       | 5                             | 5         | 4        |   |
| 21      | Charles Francis Brown.....     | 63   | Quebec.....                  | 11                            | 12        | 2        | Black Diamond Line.                               |
| 22      | Paul Pâquet.....               | 60   | St. John, Orleans.....       | 5                             | 8         | 4        |   |
| 23      | Joseph Pouliot.....            | 64   | do.....                      | 5                             | 4         | 4        |   |
| 24      | George Normand.....            | 61   | Crane Island.....            | 5                             | 4         | 3        | Allan Line.                                       |
| 25      | David Damour.....              | 59   | Trois-Pistoles.....          | 4                             | 5         | 3        |   |
| 26      | Charles Vézina.....            | 57   | St. Michel, Bellechasse..... | 12                            | 10        | 2        |   |
| 27      | Numa Lachance.....             | 57   | do.....                      | 11                            | 11        | 2        | Master of S. S. "Miramichi."                      |
| 28      | Annibal Bâquet.....            | 56   | Quebec.....                  | 14                            | 14        | 2        |   |
| 29      | Joseph Gravel.....             | 62   | do.....                      | 4                             | 5         | 4        |   |
| 30      | Auguste Couillard Despres..... | 55   | Lauzon, Lévis.....           | 0                             | 0         | 0        | One of the Directors, re-elected.                 |
| 31      | Jean-Bte. Pouliot.....         | 50   | St. John, Orleans.....       | 4                             | 4         | 4        |   |
| 32      | Jean Gobeil.....               | 50   | do.....                      | 5                             | 4         | 3        |   |
| 33      | Joseph Pâquet.....             | 54   | do.....                      | 5                             | 4         | 3        |   |

STATEMENT showing the Number of Pilots for and below the Harbour of Quebec, &c.—Continued.

| Number. | Name.                                | Age. | Residence.                    | Number of Pilotages effected. |           |          | Casualties and Remarks.               |
|---------|--------------------------------------|------|-------------------------------|-------------------------------|-----------|----------|---------------------------------------|
|         |                                      |      |                               | Inwards.                      | Outwards. | Movages. |                                       |
| 34      | Louis Edmond Morin.....              | 53   | Quebec.....                   | 9                             | 12        | 1        | Kansa Line.                           |
| 35      | Moïse Lachance.....                  | 54   | St. John, Orleans.....        | 2                             | 4         | 3        | Suspended to 1st September, 1892.     |
| 36      | Joseph S. Brown.....                 | 57   | Quebec.....                   | 10                            | 10        | 2        | Dominion Line.                        |
| 37      | Hubert Raymond.....                  | 52   | do.....                       | 4                             | 8         | 3        |                                       |
| 38      | Achille Dampour.....                 | 52   | St. Valier.....               | 5                             | 4         | 4        |                                       |
| 39      | Cyrille Lapointe.....                | 52   | St. Laurent, Orleans.....     | 4                             | 4         | 3        |                                       |
| 40      | Joseph Pouliot.....                  | 48   | St. John, Orleans.....        | 4                             | 4         | 3        |                                       |
| 41      | Edmond Larochelle.....               | 48   | St. Michel, Bellechasse.....  | 0                             | 0         | 0        | Inspector of Government light.        |
| 42      | Ant. Thos. Chouinard.....            | 57   | Pointe-au-Père.....           | 5                             | 3         | 3        |                                       |
| 43      | Laurent Godbout.....                 | 48   | St. Laurent, Orleans.....     | 0                             | 0         | 0        | One of the Directors, re-elected.     |
| 44      | Adelme Pouliot.....                  | 52   | do.....                       | 10                            | 13        | 2        | Dominion Line.                        |
| 45      | Bart. Pepin dit Lachance.....        | 46   | St. John, Orleans.....        | 5                             | 4         | 3        |                                       |
| 46      | Frs. Xav. Delisle.....               | 46   | St. Romuald.....              | 5                             | 3         | 4        |                                       |
| 47      | Jos. Pepin dit Lachance.....         | 57   | Quebec.....                   | 5                             | 4         | 4        |                                       |
| 48      | Damien Eugene Boulanger.....         | 48   | Tadoussac.....                | 0                             | 0         | 0        | Master of Saguenay station.           |
| 49      | Cyprien Langlois.....                | 47   | St. John, Orleans.....        | 4                             | 4         | 4        |                                       |
| 50      | Jean Delisle.....                    | 46   | do.....                       | 6                             | 6         | 3        | Master of S. S. "Tiber."              |
| 51      | Nazaire Curodeau.....                | 44   | Quebec.....                   | 4                             | 6         | 3        | Employed by a collier.                |
| 52      | Charles Normand.....                 | 45   | do.....                       | 12                            | 13        | 2        |                                       |
| 53      | Napoleon Rioux.....                  | 46   | Ste. Pétronille, Orleans..... | 4                             | 5         | 4        |                                       |
| 54      | Jean-Bte. Tremblay.....              | 48   | Quebec.....                   | 0                             | 0         | 0        | One of the Directors, re-elected.     |
| 55      | Ray. Baquet dit Lamontagne.....      | 46   | Notre-Dame, Lévis.....        | 15                            | 15        | 2        | Beaver Line.                          |
| 56      | Frs. Xav. Lemarre.....               | 45   | St. Valier.....               | 4                             | 4         | 3        |                                       |
| 57      | Moïse Pouliot.....                   | 43   | St. John, Orleans.....        | 12                            | 10        | 2        | Allan Line.                           |
| 58      | Paul Gobeil.....                     | 43   | do.....                       | 5                             | 4         | 3        |                                       |
| 59      | Chas. Alarie Raymond.....            | 43   | Château-Richer.....           | 5                             | 4         | 4        | Thomson Line.                         |
| 60      | Victor Vézina.....                   | 46   | Quebec.....                   | 10                            | 10        | 2        | Employed by a collier.                |
| 61      | Louis Honorius Lachance.....         | 53   | St. Michel, Bellechasse.....  | 11                            | 11        | 2        | Allan Line.                           |
| 62      | L. B. O. Goutron dit Larochelle..... | 45   | do.....                       | 14                            | 8         | 2        |                                       |
| 63      | Chas. Hermie alias A. Bernier.....   | 46   | do.....                       | 5                             | 7         | 3        |                                       |
| 64      | Louis Robert Demers.....             | 45   | Quebec.....                   | 0                             | 0         | 0        | Captain of S. S. "Druid."             |
| 65      | Vital Ephrem Chamberland.....        | 51   | Montreal.....                 | 8                             | 9         | 4        | Employed by a collier part of season. |
| 66      | Joseph G. Dupil.....                 | 44   | Quebec.....                   | 12                            | 9         | 2        | Allan Line.                           |
| 67      | Jean-Bte. Talbot.....                | 46   | Berthier.....                 | 0                             | 0         | 0        | One of the Directors, re-elected.     |
| 68      | Joseph Fortier.....                  | 47   | St. John, Orleans.....        | 0                             | 0         | 0        | do                                    |
| 69      | Nestor Lachance.....                 | 46   | do.....                       | 5                             | 5         | 4        | do                                    |

|     |                                  |    |                               |    |    |   |   |
|-----|----------------------------------|----|-------------------------------|----|----|---|---|
| 70  | Cyrille Audet dit Lapointe.....  | 46 | St. Michel, Bellechasse.....  | 4  | 4  | 3 |   |
| 71  | Joseph Lapointe.....             | 48 | St. Laurent, Orleans.....     | 5  | 4  | 3 | Employed by a collier.                      |
| 72  | Pierre Pepin dit Lachance.....   | 42 | Montreal.....                 | 9  | 9  | 2 | Black Diamond Line.                         |
| 73  | Théophile Gourdeau.....          | 47 | Lauzon, Lévis.....            | 10 | 8  | 2 |   |
| 74  | Isidore Noël.....                | 41 | St. John, Orleans.....        | 5  | 4  | 3 |   |
| 75  | Jean Evariste Adam.....          | 47 | Trois-Saumons.....            | 4  | 4  | 4 |   |
| 76  | Alfred Larochelle.....           | 41 | St. Michel, Bellechasse.....  | 16 | 13 | 2 | Beaver Line.                                |
| 77  | Théophile Corriveau.....         | 44 | do.....                       | 5  | 5  | 3 | Kansa Line.                                 |
| 78  | Elzéar Godbout.....              | 43 | Bienville, Lévis.....         | 12 | 9  | 1 |   |
| 79  | George Couillard Després.....    | 43 | St. John, Orleans.....        | 4  | 4  | 3 |   |
| 80  | Pierre Gobeil.....               | 43 | St. John, Orleans.....        | 4  | 4  | 4 | Employed by a collier.                      |
| 81  | Théodule Pepin dit Lachance..... | 40 | Montreal.....                 | 13 | 13 | 2 |   |
| 82  | Achille Tréffe Simard.....       | 46 | St. Joseph, Lévis.....        | 4  | 5  | 3 | Black Diamond line.                         |
| 83  | Jean-Bte. Patone.....            | 40 | Bienville, Lévis.....         | 8  | 9  | 0 | Captain of pilot schooner No. 2 all season. |
| 84  | Narcisse Lavioie.....            | 42 | Ste. Lucie, Rimouski.....     | 0  | 0  | 0 | Captain of ss. "Greatland."                 |
| 85  | Joseph Emilio Couillard.....     | 46 | Quebec.....                   | 9  | 8  | 2 |   |
| 86  | Louis Albert Royer.....          | 46 | St. John, Orleans.....        | 5  | 4  | 4 |   |
| 87  | Adélaïde Santerre.....           | 41 | St. Michel, Bellechasse.....  | 12 | 10 | 2 | Allan line.                                 |
| 88  | Onésime Noël.....                | 39 | St. John, Orleans.....        | 13 | 9  | 2 | Thomson line.                               |
| 89  | Napoléon Baillargeon.....        | 41 | Ste. Pétronille, Orleans..... | 4  | 5  | 3 |   |
| 90  | David F. Pelletier.....          | 39 | Lauzon, Lévis.....            | 0  | 0  | 0 | Died on the 4th June.                       |
| 91  | Jos. Frs. Xav. Bernier.....      | 39 | Quebec.....                   | 14 | 16 | 2 | Donaldson & Ross line.                      |
| 92  | Frs. Xav. Demeule.....           | 39 | St. John, Orleans.....        | 8  | 9  | 2 | Employed by a collier.                      |
| 93  | Louis Honoré Lapierre.....       | 41 | Notre-Dame, Lévis.....        | 4  | 4  | 3 |   |
| 94  | Joseph Eugène Lachance.....      | 37 | St. John, Orleans.....        | 4  | 5  | 3 |   |
| 95  | David Arthur Bouffard.....       | 37 | St. Laurent, Orleans.....     | 4  | 5  | 3 |   |
| 96  | Jean Théophile St. Laurent.....  | 40 | Quebec.....                   | 13 | 8  | 2 | Allan line.                                 |
| 97  | Jacques Georges Dugas.....       | 39 | Ste. Anne Lapocatière.....    | 4  | 4  | 2 | Sick during 22 days.                        |
| 98  | Joseph Victor Gourdeau.....      | 44 | Ste. Pétronille, Orleans..... | 12 | 11 | 2 | Dominion line.                              |
| 99  | Louis alias Tréffe Delisle.....  | 37 | Trois-Pistoles.....           | 0  | 0  | 0 | Master of Red Island lightship.             |
| 100 | Jean-Bte. Couillard.....         | 40 | Cap St. Ignace.....           | 4  | 4  | 3 |   |
| 101 | Chas. Pelletier.....             | 41 | Quebec.....                   | 4  | 5  | 3 |   |
| 102 | Jos. alias Philéas Langlois..... | 45 | St. John, Orleans.....        | 5  | 4  | 4 |   |
| 103 | Nazaire Delisle.....             | 42 | do.....                       | 5  | 3  | 3 |   |
| 104 | J. E. Bonaventure Lavoie.....    | 39 | Ste. Lucie, Rimouski.....     | 4  | 4  | 3 |   |
| 105 | Adolphe Ballargeon.....          | 37 | Ste. Pétronille, Orleans..... | 4  | 5  | 4 |   |
| 106 | Samuel Rioux.....                | 38 | Quebec.....                   | 4  | 5  | 4 |   |
| 107 | Chas. Octave Clavet.....         | 37 | St. Michel, Bellechasse.....  | 11 | 11 | 2 | Employed by a collier.                      |
| 108 | Joseph Dion.....                 | 35 | Notre-Dame, Lévis.....        | 5  | 3  | 0 | Master of pilot schooner No. 1.             |
| 109 | Paul Lachance.....               | 35 | Quebec.....                   | 1  | 0  | 0 |   |
| 110 | Arcadius Jouvin.....             | 33 | Ste. Lucie, Rimouski.....     | 4  | 4  | 4 |   |
| 111 | Léon Labreque.....               | 41 | St. Laurent, Orleans.....     | 4  | 5  | 3 |   |
| 112 | Paul Lachance.....               | 36 | St. John, Orleans.....        | 8  | 8  | 2 | Master of ss. "Polino."                     |
| 113 | Joseph Pouliot.....              | 35 | do.....                       | 4  | 4  | 4 |   |
| 114 | Joseph Larochelle.....           | 34 | St. Michel, Bellechasse.....  | 5  | 4  | 3 |   |
| 115 | Adjutor Lachance.....            | 33 | do.....                       | 15 | 14 | 2 | Donaldson & Ross line.                      |
| 116 | Frs. Gaudreau.....               | 40 | Quebec.....                   | 0  | 0  | 0 | Master of pilot schooner No. 5.             |
| 117 | Arthur Koenig.....               | 40 | L'Islet.....                  | 5  | 5  | 3 |   |
| 118 | Eugène Auctil.....               | 33 | St. Jean Port Joli.....       | 2  | 2  | 1 | Under suspension till 1st August.           |
| 119 | David Dumas.....                 | 38 | Notre-Dame, Lévis.....        | 4  | 5  | 4 |   |

STATEMENT showing the Number of Pilots for and below the Harbour of Quebec, &amp;c.—Continued.

| Number. | Name.                                    | Age. | Residence.                    | Number of Pilotages effected. |           |          | Casualties and Remarks.                             |
|---------|--|------|-------------------------------|-------------------------------|-----------|----------|---|
|         |  |      |                               | Inwards.                      | Outwards. | Movages. |   |
| 120     | Joseph Lachance.....                     | 37   | St. Laurent, Orleans.....     | 5                             | 4         | 3        |   |
| 121     | Paul Pâquet.....                         | 33   | St. John, Orleans.....        | 5                             | 5         | 3        |   |
| 122     | Alphonse Pouliot.....                    | 39   | do.....                       | 4                             | 5         | 3        |   |
| 123     | Elzéar Normand.....                      | 32   | L'Islet.....                  | 5                             | 4         | 3        |   |
| 124     | Jean Bernier.....                        | 32   | do.....                       | 15                            | 15        | 2        | Donaldson & Ross line.                              |
| 125     | Joseph Pâquet.....                       | 30   | St. John, Orleans.....        | 4                             | 5         | 3        |   |
| 126     | Jean A. Lachance.....                    | 29   | Quebec.....                   | 4                             | 7         | 4        |   |
| 127     | Arthur Baillargeon.....                  | 34   | Ste. Pétronille, Orleans..... | 4                             | 5         | 4        |   |
| 128     | Joseph Vézina.....                       | 30   | St. Laurent, Orleans.....     | 4                             | 5         | 4        |   |
| 129     | Herménégilde Guénard.....                | 33   | St. Thomas, Montmagny.....    | 5                             | 4         | 3        |   |
| 130     | Elzéar Desrosiers.....                   | 38   | Quebec.....                   | 5                             | 5         | 4        |   |
| 131     | John J. A. Irvine.....                   | 35   | Green Island.....             | 4                             | 4         | 3        |   |
| 132     | Fred. Bouffard.....                      | 34   | St. Laurent, Orleans.....     | 4                             | 4         | 4        |   |
| 133     | Jules Asselin.....                       | 30   | St. Michel, Bellechasse.....  | 4                             | 5         | 3        | Absent part of the season.                          |
| 134     | Prudent Marmen.....                      | 32   | Beauport.....                 | 1                             | 0         | 1        |   |
| 135     | Lucien Lachance.....                     | 30   | St. John, Orleans.....        | 4                             | 4         | 4        |   |
| 136     | Alfred Dion.....                         | 33   | Green Island.....             | 8                             | 9         | 2        | Employed by a collier part of the season.           |
| 137     | Camille Bernier.....                     | 33   | St. Michel, Bellechasse.....  | 10                            | 12        | 2        | Employed by Dominion line.                          |
| 138     | Moïse Blouin.....                        | 40   | St. John, Orleans.....        | 5                             | 4         | 3        |   |
| 139     | Moïse alias Laurent Godbout.....         | 31   | Quebec.....                   | 5                             | 9         | 3        |   |
| 140     | Alfred Godreau.....                      | 30   | Cap St. Ignace.....           | 4                             | 5         | 5        |   |
| 141     | Alfred Raymond.....                      | 38   | Kamouraska.....               | 5                             | 4         | 4        |   |
| 142     | Philéas Lachance.....                    | 33   | St. John, Orleans.....        | 4                             | 4         | 4        |   |
| 143     | Joseph H. Talbot.....                    | 29   | Berthier.....                 | 5                             | 4         | 3        |   |
| 144     | Moïse Arthur Lachance.....               | 28   | St. John, Orleans.....        | 5                             | 4         | 4        |   |
| 145     | Louis Frs. Thivierge.....                | 25   | do.....                       | 3                             | 3         | 3        | Under suspension till 1st June.                     |
| 146     | Laurent Larochelle.....                  | 31   | St. Michel, Bellechasse.....  | 3                             | 3         | 2        |   |
| 147     | François alias Joseph N. Dallaire.....   | 30   | St. Laurent, Orleans.....     | 6                             | 3         | 4        |   |
| 148     | Joseph Emilien alias Emile Lachance..... | 25   | St. John, Orleans.....        | 2                             | 1         | 1        | Under suspension from 21st July, to 1st June, 1892. |
| 149     | Alphonse Asselin.....                    | 26   | St. Michel, Bellechasse.....  | 9                             | 8         | 2        | Employed by a collier part of the season.           |
| 150     | Edmond Larochelle.....                   | 25   | do.....                       | 12                            | 13        | 2        |   |
| 151     | Joseph Plante.....                       | 25   | St. Paul's Bay.....           | 5                             | 4         | 4        | Employed by a collier all the season.               |
| 152     | Alphonse Pâquet.....                     | 25   | St. John, Orleans.....        | 4                             | 4         | 3        |   |

|     |                                   |    |                         |   |
|-----|-----------------------------------|----|-------------------------|---|
| 153 | Paul alias Napoléon Pouliot ..... | 32 | do                      | 4 |
| 154 | Arthur Doiron .....               | 35 | St. Joseph, Lévis ..... | 4 |
| 155 | Adélaïde Bernier .....            | 30 | Quebec .....            | 3 |

Certified,  
  
JAMES WOODS,  
Secretary-Treasurer.

HARBOUR COMMISSIONERS' OFFICE,  
Quebec, 2nd January, 1892.

QUEBEC HARBOUR COMMISSION.

STATEMENT of Trials held, during the year 1891, before the Quebec Harbour Commissioners, under the authority of the Pilotage Act, 36 Vic., chap. 54, and 45 Vic., chap. 32, sec. 4.

| Names of Pilots Tried.                      | Nature of Complaints.  | Date of Trials.          | Result.  |
|---|--|--------------------------|--|
| Nazaire Curodeau ..                         | Causing a collision between barques "Ferdinand" and "Canova," on the 20th May.                   | June 6. ....             | Not proven.  |
| Joseph Emilien <i>alias</i> Emile Lachance. | For having, on the 1st June, grounded the s.s. "Eveline" on White Island.                        | June 27, and July 3 & 21 | Found guilty. Suspended to the 1st June, 1892.   |
| Joseph Gravel .....                         | For having caused a collision between s.s. "Thames" and barque "Stralsund."                      | Aug. 13 & 20             | Found guilty. Condemned in costs of case.  |
| Moïse Lachance .....                        | For having caused the s.s. "Bengar" to touch on White Island reef, on the 15th August.           | Sept. 3....              | Found guilty. Suspended to the 1st September, 1892.  |
| Jean A. Lachance ..                         | For causing brigantine "Buda" to collide with breakwater.  | do 24....                | Found guilty. Fined \$10 and costs.  |
| Ach. Trefflé Simard.                        | For causing barque "Jane" to collide with breakwater.  | do 28....                | Found guilty. Fined \$10 and costs.  |
| Laurent Larochelle..                        | For having caused the s.s. "Bjorgvin" to touch on a reef near Goose Island, on the 15th October. | Oct. 29....              | Found guilty of an error of judgment; but the ship having received no damage, was only condemned in the costs of case. |

Certified,

JAS. WOODS,  
*Secretary-Treasurer.*

HARBOUR COMMISSIONERS' OFFICE,  
QUEBEC, 2nd January, 1892.

QUEBEC HARBOUR COMMISSION.

LIST of Apprentice Pilots acting immediately under the Quebec Harbour Commissioners' Pilotage Authority, on the 31st December, 1891.

| No. | Names.   | When indentured.  | Remarks.  |
|-----|--|-------------------|---|
| 1   | George Dugal .....                               | April 11, 1871... | Absent since the fall of 1877.  |
| 2   | Ernest Nolet.....                                | March 19, 1874... | Absent since the fall of 1878.  |
| 3   | Adélard Vézina .....                             | May 23, 1883...   | It is stipulated in the indentures of those apprentices that they will not be admitted to pass their examination before the number of pilots is reduced to 125, as provided for by the Act 45 Victoria, chap. 32. |
| 4   | Jean-Baptiste Pouliot .....                      | do 23, 1883...    |   |
| 5   | Joseph Thivierge .....                           | do 23, 1883...    |   |
| 6   | Leonidas Lachance.....                           | do 23, 1883...    |   |
| 7   | Eudore Langlois.....                             | do 23, 1883...    |   |
| 8   | Frs.-Xav. Eustache <i>alias</i> Wm. Doiron ..... | July 12, 1883...  |   |

Certified,

JAS. WOODS,  
*Secretary-Treasurer.*

HARBOUR COMMISSIONERS' OFFICE,  
QUEBEC, 2nd January, 1892.



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QUEBEC HARBOUR COMMISSION.

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## MEMORANDUM REGARDING THE OPENING AND CLOSING OF NAVIGATION AND THE FORMATION OF ICE IN THE HARBOUR OF QUEBEC, FOR THE YEAR 1891.

Schooner "Maria Stella," with firewood from lower parishes, arrived in port the 29th March

The ice in the tidal basin and wet dock broke up on the 27th March, and schooner "Diver" left her winter quarters.

The River St. Charles and Orleans ice broke up and cleared on the 20th April.

Steamboat "Canada," of the Richelieu and Ontario line, arrived in port the 27th April.

The first ocean steamer, s.s. "Sardinian," arrived on the 27th April, and the second, the s.s. "Toronto," on the 29th April.

The first ship, barque "Nelson," arrived in port 7th May.

The last ocean mail steamer, s.s. "Circassian," left port the 18th November.

The last freight steamer, s.s. "Greetlands," left port the 30th November.

The last sailing vessel, barque "America," left port the 20th November.

The tug steamer "Pentagoet" arrived from Montreal the 3rd December.

On the 17th of December both the River St. Charles and the two basins were frozen over.

JAS. WOODS,

*Secretary-Treasurer.*

HARBOUR COMMISSIONERS' OFFICE,  
QUEBEC, 2nd January, 1892.

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REPORT OF THE DECAYED PILOT FUND OF QUEBEC FOR THE  
YEAR 1891.

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QUEBEC, 31st December, 1891.

SIR,—I have the honour to forward herewith a statement of the receipts and expenditure of the Decayed Pilot Fund of Quebec for the year 1891; also a similar statement of the accounts of the Corporation of Pilots for the present year.

The total receipts of the Corporation of Pilots for the year amounted to \$113,850.33 and the total expenditure to \$21,338.09, leaving a net balance of \$92,512.24 to be distributed between 146 practising pilots, giving a net dividend to each of \$633.34.

One hundred and thirty-four foreign vessels paid \$17,247.73. Seven hundred and thirty-seven British vessels paid \$96,602.60.

I have the honour to be, sir,

Your obedient servant,

F. X. DION,

*Secretary-Treasurer*

WM. SMITH, Esq.,  
Deputy Minister of Marine,  
Ottawa.

STATEMENT of Moneys received and disbursed by the Corporation of Pilots for the  
Decayed Pilot Fund of Quebec, during the year 1891.

| RECEIPTS.  |  | \$ cts.  | \$ cts.   |
|--|--|----------|-----------|
| To   | Balance of 1890.....                             | 3,169 74 |           |
|  | Percentage on contributions of Pilots. ....      | 8,139 56 |           |
|  | Interest on investments.....                     | 3,073 00 |           |
|  | Interest, Savings Bank.....                      | 58 97    |           |
|  |  |          | 14,441 27 |
| EXPENDITURE.   |  |          |           |
| By   | Pensions.....                                    | 9,368 13 |           |
|  | Relief .....                                     | 33 33    |           |
|  | Sundry expenses.....                             | 7 25     |           |
|  | Salaries .....                                   | 500 00   |           |
|  | Deposit in Savings Bank.....                     | 4,300 00 |           |
|  | Balance on hand.....                             | 232 56   |           |
|  |  |          | 14,441 27 |
| PILOTS RELIEVED BY THE FUND.   |  |          |           |
|  | David F. Pelletier, died 4th June, 1891. ....    | 14 66    |           |
|  | Joseph Pouliot, 1st, to 1st November, 1891.....  | 18 67    |           |
|  |  |          | 33 33     |
| PENSIONERS AT THE EXPENSE OF THE FUND.   |  |          |           |
| AMOUNT PAID TO EACH DURING THE YEAR FROM 1ST NOVEMBER, 1890, TO THE<br>1ST NOVEMBER, 1891.—PAID FROM 1ST JANUARY, 1891, TO<br>THE 31ST DECEMBER, 1891. |  |          |           |
| <i>Twenty Pilots at \$100.</i>   |  |          |           |
|  | Frédéric Bernier, died 7th March, 1891.....      | 34 73    |           |
|  | Thomas Duprés.....                               | 100 00   |           |
|  | Marcel LeBel.....                                | 100 00   |           |
|  | Laurent Larochelle.....                          | 100 00   |           |
|  | Hilaric Jouvin.....                              | 100 00   |           |
|  | Pierre Lapierre.....                             | 100 00   |           |
|  | Gabriel Lachance.....                            | 100 00   |           |
|  | François Noël.....                               | 100 00   |           |
|  | Jean Pouliot.....                                | 100 00   |           |
|  | Joseph Pepin.....                                | 100 00   |           |
|  | Laurent Tremblay.....                            | 100 00   |           |
|  | François Vézina.....                             | 100 00   |           |
|  | J. Bte. Bernier, died 1st April, 1891.....       | 46 44    |           |
|  | George Sansterre.....                            | 100 00   |           |
|  | Thomas Simard, died 4th August, 1891.....        | 76 11    |           |
|  | Dominique Girard.....                            | 100 00   |           |
|  | Louis Dugal.....                                 | 100 00   |           |
|  | J. Bte. Talbot.....                              | 100 00   |           |
|  | Jean Chassé, superannuated 15th March, 1891..... | 62 50    |           |
|  | F. X. Dallaire do do.....                        | 62 50    |           |
|  |  |          | 1,782 28  |
| <i>Eight Pilots at \$92.</i>   |  |          |           |
|  | Dominique Verreault.....                         | 92 00    |           |
|  | Louis Fontaine.....                              | 92 00    |           |
|  | Isaïe Marticotte.....                            | 92 00    |           |
|  | Pierre Lemieux, died 25th February, 1891.....    | 29 39    |           |
|  | Edouard Labrègue.....                            | 92 00    |           |
|  | François Thivierge.....                          | 92 00    |           |
|  | Jean Coulombe, died 11th September, 1891.....    | 79 50    |           |
|  | Julien Dion, arrears.....                        | 25 00    |           |
|  | do year.....                                     | 90 00    |           |
|  |  |          | 683 89    |

STATEMENT of Moneys received and disbursed by the Corporation of Pilots for the  
Decayed Pilot Fund of Quebec, &c.—*Continued.*

| PENSIONERS AT THE EXPENSE OF THE FUND— <i>Continued.</i> |       | \$ cts. | \$ cts.  |
|--|-------|---------|----------|
| <i>Seven Pilots at \$84.</i>                             |       |         |          |
| François Godreau .....                                   | 84 00 |         |          |
| Clovis Anctil .....                                      | 84 00 |         |          |
| Abraham Després .....                                    | 84 00 |         |          |
| Alexis Vézina .....                                      | 84 00 |         |          |
| Ls. Oliver Leclerc, died 17th November, 1891. ....       | 87 96 |         |          |
| J. Bte. Paquet, died 1st June, 1891 .....                | 49 00 |         |          |
| Amable St. Laurent .....                                 | 84 00 |         | 556 96   |
| <i>Two Pilots at \$82.</i>                               |       |         |          |
| • Joseph Lavoie .....                                    | 82 00 |         |          |
| Ovide Dick .....   | 82 00 |         | 164 00   |
| <i>Three Pilots at \$80.</i>                             |       |         |          |
| F. X. Corriveau .....                                    | 80 00 |         |          |
| François Pelletier .....                                 | 80 00 |         |          |
| Antoine Roussel .....                                    | 80 00 |         | 240 00   |
| <i>One Pilot at \$76.</i>                                |       |         |          |
| F. X. Ménard, died 14th March, 1891 .....                | 28 08 |         | 28 00    |
| <i>Three Pilots at \$73.</i>                             |       |         |          |
| Pierre Charest .....                                     | 73 00 |         |          |
| Léandre Raymond .....                                    | 73 00 |         |          |
| Paul Pouliot .....                                       | 73 00 |         | 219 00   |
| <i>One Pilot at \$47.</i>                                |       |         |          |
| James Forbes .....                                       | 47 00 |         | 47 00    |
| WIDOWS OF PILOTS.  |       |         |          |
| <i>Twenty-three Widows at \$58.</i>                      |       |         |          |
| Widow of J. Bte. Dion .....                              | 58 00 |         |          |
| do Charles Brown .....                                   | 58 00 |         |          |
| do Louis Joseph Lavoie .....                             | 58 00 |         |          |
| do Charles Pouliot .....                                 | 58 00 |         |          |
| do Louis Laprise .....                                   | 58 00 |         |          |
| do Maximin Caron .....                                   | 58 00 |         |          |
| do Alexis Pelletier .....                                | 58 00 |         |          |
| do Pierre Pepin .....                                    | 58 00 |         |          |
| do Alex. Vaillancourt .....                              | 58 00 |         |          |
| do Magloire Délisle .....                                | 58 00 |         |          |
| do Edouard Marcoux .....                                 | 58 00 |         |          |
| do Charles Bernier .....                                 | 58 00 |         |          |
| do Paul Langlois .....                                   | 58 00 |         |          |
| do Alexis Délisle .....                                  | 58 00 |         |          |
| do Chs. Nolet, died 24th March, 1891 .....               | 22 88 |         |          |
| do Paul Blouin .....                                     | 58 00 |         |          |
| do Pierre Roy, died 26th November, 1890 .....            | 4 10  |         |          |
| do Yves Sylvestre .....                                  | 58 00 |         |          |
| do Edouard Petitgrew .....                               | 58 00 |         |          |
| do Charles Dumas .....                                   | 58 00 |         |          |
| do Laurent Godbout .....                                 | 58 00 |         |          |
| do J. Bte. Bernier, superannuated 17th April, 1891 ..... | 31 10 |         |          |
| do Jean Coulombe do 11th September, 1891 .....           | 7 48  |         | 1,167 56 |

STATEMENT of Moneys received and disbursed by the Corporation of Pilots for the  
Decayed Pilot Fund of Quebec, &c.—*Continued.*

| PENSIONERS AT THE EXPENSE OF THE FUND— <i>Continued.</i>  |       | \$ cts. | \$ cts. |
|---|-------|---------|---------|
| WIDOWS OF PILOTS— <i>Continued.</i>                       |       |         |         |
| <i>Eighteen Widows at \$55.</i>                           |       |         |         |
| Widow of Pierre Ruelland.....                             | 55 00 |         |         |
| do Paul Larochelle.....                                   | 55 00 |         |         |
| do Joseph Raymond.....                                    | 55 00 |         |         |
| do Jean François Lamarre.....                             | 55 00 |         |         |
| do Robert Demers.....                                     | 55 00 |         |         |
| do Pierre Laprise.....                                    | 55 00 |         |         |
| do Michel Morin.....                                      | 55 00 |         |         |
| do F. X. Delisle.....                                     | 55 00 |         |         |
| do Michel Guénard.....                                    | 55 00 |         |         |
| do Barthélemi Lachance.....                               | 55 00 |         |         |
| do Hubert Dumas.....                                      | 55 00 |         |         |
| do Cyprien Langlois.....                                  | 55 00 |         |         |
| do Jean Lavoie.....                                       | 55 00 |         |         |
| do Pierre Gourdeau (M.C.), arrears.....                   | 13 75 |         |         |
| do do do on account.....                                  | 41 25 |         |         |
| do F. X. Lachance.....                                    | 55 00 |         |         |
| do Joseph Morency.....                                    | 55 00 |         |         |
| do Narcisse Forgues.....                                  | 55 00 |         |         |
| do Pierre Lemieux, superannuated 25th February, 1891..... | 37 28 |         |         |
| <i>Fourteen Widows at \$54.</i>                           |       |         | 972 28  |
| Widow of Michel Fournier.....                             | 54 00 |         |         |
| do Paschal Dick.....                                      | 54 00 |         |         |
| do Pierre Gourdeau (A.F.).....                            | 54 00 |         |         |
| do Bénonie Normand.....                                   | 54 00 |         |         |
| do Damase Babin.....                                      | 54 00 |         |         |
| do Amable Genest, arrears.....                            | 27 00 |         |         |
| do do year.....   | 54 00 |         |         |
| do Frs. Rioux.....  | 54 00 |         |         |
| do Nicholas Fortin.....                                   | 54 00 |         |         |
| do Gabriel Plante.....                                    | 54 00 |         |         |
| do Eustache Doiron.....                                   | 54 00 |         |         |
| do Joseph Lapointe.....                                   | 54 00 |         |         |
| do J. E. Adam.....  | 54 00 |         |         |
| do J. Bte. Paquet, superannuated 1st June, 1891.....      | 22 50 |         |         |
| do Edouard Demers.....                                    | 54 00 |         |         |
| <i>Thirteen Widows at \$52.</i>                           |       |         | 751 50  |
| Widow of Félix Caron.....                                 | 52 00 |         |         |
| do David Cinq-Mars.....                                   | 52 00 |         |         |
| do Jean Giroux.....                                       | 52 00 |         |         |
| do Pierre Gourdeau (A.N.).....                            | 52 00 |         |         |
| do Joseph Dupil.....                                      | 52 00 |         |         |
| do Pierre Curodeau.....                                   | 52 00 |         |         |
| do J. Bte. Tremblay.....                                  | 52 00 |         |         |
| do Magloire Mercier.....                                  | 52 00 |         |         |
| do Louis Crépault, arrears.....                           | 26 00 |         |         |
| do do on account.....                                     | 26 00 |         |         |
| do Célestin St. Pierre.....                               | 52 00 |         |         |
| do Alexis Roy.....  | 52 00 |         |         |
| do Antoine Boucher.....                                   | 52 00 |         |         |
| do Vital Charest.....                                     | 52 00 |         |         |
| <i>Thirteen Widows at \$50.</i>                           |       |         | 676 00  |
| Widow of Edouard Chevalier, died 3rd March, 1891.....     | 16 67 |         |         |
| do Thomas Dick.....                                       | 50 00 |         |         |
| do Dennis Glynn.....                                      | 50 00 |         |         |
| do Wm. Irvine, arrears.....                               | 12 50 |         |         |
| do do year.....   | 50 00 |         |         |
| do Fabien Langelier.....                                  | 50 00 |         |         |

STATEMENT of Moneys received and disbursed by the Corporation of Pilots for the  
Decayed Pilot Fund of Quebec, &c.—*Continued.*

| PENSIONERS AT THE EXPENSE OF THE FUND— <i>Continued.</i> |  | \$ cts. | \$ cts. |
|--|--|---------|---------|
| WIDOWS OF PILOTS— <i>Concluded.</i>                      |  |         |         |
| <i>Thirteen Widows at \$50—Continued.</i>                |  |         |         |
| Widow of J. Bte. Laroche.....                            |  | 50 00   |         |
| do Henri Noël.....                                       |  | 50 00   |         |
| do A. Lavoie (L.M.).....                                 |  | 50 00   |         |
| do Frederick Simpson.....                                |  | 50 00   |         |
| do Joseph Simpson.....                                   |  | 50 00   |         |
| do Pierre Ross, arrears.....                             |  | 12 50   |         |
| do do year.....  |  | 50 00   |         |
| do Amable Fournier, arrears.....                         |  | 12 50   |         |
| do do on account.....                                    |  | 37 50   |         |
| do Julien Langlois.....                                  |  | 50 00   |         |
|  |  |         | 641 67  |
| <i>Thirteen Widows at \$48.</i>                          |  |         |         |
| Widow of Germain Caron, on account.....                  |  | 24 00   |         |
| do Jean Dion.....  |  | 48 00   |         |
| do Jean Pelletier.....                                   |  | 48 00   |         |
| do C. F. Koenig.....                                     |  | 48 00   |         |
| do Ovide Lachance.....                                   |  | 48 00   |         |
| do L. Langlois (E.D.).....                               |  | 48 00   |         |
| do Antoine Michaud, arrears.....                         |  | 12 00   |         |
| do do on account.....                                    |  | 24 00   |         |
| do Pierre Normand, died 7th March, 1891.....             |  | 16 80   |         |
| do David Pettigrew, arrears.....                         |  | 12 00   |         |
| do do year.....  |  | 48 00   |         |
| do Benjamin Pineau.....                                  |  | 48 00   |         |
| do John Simpson, died 15th November, 1890.....           |  | 2 00    |         |
| do Jos. Levesque, arrears.....                           |  | 12 00   |         |
| do do year.....  |  | 48 00   |         |
| do Frs. Côté.....  |  | 48 00   |         |
|  |  |         | 534 80  |
| <i>Five Widows at \$40.</i>                              |  |         |         |
| Widow of Paul Blouin.....                                |  | 40 00   |         |
| do Célestin Côté.....                                    |  | 40 00   |         |
| do P. Desrosiers, arrears.....                           |  | 10 00   |         |
| do do year.....  |  | 40 00   |         |
| do F. X. Lachance.....                                   |  | 40 00   |         |
| do Edouard Turgeon.....                                  |  | 40 00   |         |
|  |  |         | 210 00  |
| <i>Six Widows at \$34.</i>                               |  |         |         |
| Widow of Jacques Dandurand.....                          |  | 34 00   |         |
| do André Keable.....                                     |  | 34 00   |         |
| do Guillaume Morency.....                                |  | 34 00   |         |
| do Pierre Rouleau.....                                   |  | 34 00   |         |
| do Henri Verreault.....                                  |  | 34 00   |         |
| do David Pelletier, superannuated 4th June, 1891.....    |  | 13 90   |         |
|  |  |         | 183 90  |
| <i>Ten Widows at \$32.</i>                               |  |         |         |
| Widow of Fabien Caron.....                               |  | 32 00   |         |
| do Magloire Côté, arrears.....                           |  | 8 00    |         |
| do do year.....  |  | 32 00   |         |
| do Antoine Fortier.....                                  |  | 32 00   |         |
| do L. Langlois (A R.), arrears.....                      |  | 8 00    |         |
| do do year.....  |  | 32 00   |         |
| do Thomas McNeil.....                                    |  | 32 00   |         |
| do Antoine Raymond.....                                  |  | 32 00   |         |
| do George Simard, on account.....                        |  | 24 00   |         |
| do Louis Thivierge.....                                  |  | 32 00   |         |
| do Alfred Turgeon.....                                   |  | 32 00   |         |
| do Alexis Vézina.....                                    |  | 32 00   |         |
|  |  |         | 328 00  |

STATEMENT of Moneys received and disbursed by the Corporation of Pilots for the  
Decayed Pilot Fund of Quebec, &c.—*Concluded.*

| PENSIONERS AT THE EXPENSE OF THE FUND— <i>Concluded.</i>  |  | \$ cts.   | \$ cts.   |
|---|--|-----------|-----------|
| TWELVE CHILDREN.  |  |           |           |
| David Charest, infirm (1), arrears.....                   |  | 3 75      |           |
| do do year.....   |  | 15 00     |           |
| Hil. Couillard do (1), arrears.....                       |  | 18 75     |           |
| do do on account.....                                     |  | 11 25     |           |
| Thos. Boutin do (1).....                                  |  | 15 00     |           |
| P. Toussaint do (1).....                                  |  | 15 00     |           |
| F. Dupuis do (1).....                                     |  | 15 00     |           |
| N. Fortin do (1), on account.....                         |  | 7 50      |           |
| Joseph Jahan do (1).....                                  |  | 15 00     |           |
| P. S. Laprise (3).....                                    |  | 37 48     |           |
| Isaac Forbes, infirm (2).....                             |  | 27 48     |           |
|   |  |           | 181 21    |
| RECAPITULATION OF PENSIONS.                               |  |           | 9,368 13  |
| 20 pilots at \$100.....                                   |  | 1,782 28  |           |
| 8 do at 92.....   |  | 683 89    |           |
| 7 do at 84.....   |  | 556 96    |           |
| 2 do at 82.....   |  | 164 00    |           |
| 3 do at 80.....   |  | 240 00    |           |
| 1 do at 76.....   |  | 28 08     |           |
| 3 do at 73.....   |  | 219 00    |           |
| 1 do at 47.....   |  | 47 00     |           |
| 45 pilots.....  |  |           |           |
| 23 widows at \$58.....                                    |  | 1,167 56  |           |
| 18 do at 55.....  |  | 972 28    |           |
| 14 do at 54.....  |  | 751 50    |           |
| 13 do at 52.....  |  | 676 00    |           |
| 13 do at 50.....  |  | 641 67    |           |
| 13 do at 48.....  |  | 534 80    |           |
| 5 do at 40.....   |  | 210 00    |           |
| 6 do at 34.....   |  | 183 90    |           |
| 10 do at 32.....  |  | 328 00    |           |
| 115 widows.....   |  |           |           |
| 12 children at \$15, \$12.50, \$10.....                   |  | 181 21    |           |
| 172 pensioners.....                                       |  |           | 9,368 13  |
| STATEMENT OF FUND.  |  |           |           |
| Moneys loaned.....  |  | 53,352 71 |           |
| Amount in Savings Bank.....                               |  | 4,300 00  |           |
| do secretary-treasurer's hands.....                       |  | 232 56    |           |
|   |  |           | 57,885 27 |
| To be deducted: Arrears of pensions due at this date..... |  |           | 224 63    |
|   |  |           | 57,660 64 |

F. X. DION,  
*Secretary-Treasurer.*

QUEBEC, 31st December, 1891.

We, the undersigned, certify to having made a minute examination of the books and accounts of the  
Decayed Pilot Fund of Quebec, and of having found them correct.

VICTOR VÉZINA  
THÉOPHILE ST. LAURENT } *Auditors.*

THOS. BOISSINOT, *Accountant.*

F. X. DION in current account with the Corporation of Pilots of Quebec, to the  
31st December, 1891.

| RECEIPTS.                                      |            | \$ cts.   | \$ cts.    |
|--|------------|-----------|------------|
| To Balance of 1890.....                        |            | 717 45    |            |
| Reserve Fund of 1890.....                      |            | 500 00    |            |
|  |            |           | 1,217 45   |
| Customs, Montreal.....                         |            | 54,015 66 |            |
| do Three Rivers.....                           |            | 1,351 75  |            |
| do Chicoutimi.....                             |            | 523 13    |            |
| do Tadousac.....                               |            | 184 67    |            |
| do Escoumains.....                             |            | 97 14     |            |
| do Sorel.....                                  |            | 2,975 48  |            |
| Interest—                                      |            |           |            |
| Received on account National Bank.....         | \$ 139 20  |           |            |
| Paid on loan.....                              | 108 50     |           |            |
|  |            | 30 70     |            |
| Pilotage collected at Quebec.....              |            | 54,671 80 |            |
|  |            |           | 113,850 33 |
| To Fines.....                                  |            | 240 00    |            |
| Lost time.....                                 |            | 1,220 88  |            |
|  |            |           | 1,460 88   |
| EXPENDITURE.                                   |            |           | 116,528 66 |
| By Schooners' expense.....                     | \$1,855 19 |           |            |
| Less.....                                      | 0 60       |           |            |
|  |            | 1,854 59  |            |
| Pilots' expenses.....                          |            | 368 88    |            |
| General expenses.....                          |            | 2,201 83  |            |
| Provisions.....                                | \$2,511 31 |           |            |
| LESS—Sold to several parties.....              | 39 65      |           |            |
|  |            | 2,471 66  |            |
| Rent.....                                      |            | 405 73    |            |
| Sailors' wages.....                            |            | 1,708 07  |            |
| Cooks' wages.....                              |            | 611 67    |            |
| Interdiction.....                              |            | 505 90    |            |
| Indemnity to Directors.....                    |            | 600 00    |            |
| do Captains and substitutes.....               |            | 320 00    |            |
| Indemnity for the Saguenay station.....        |            | 225 00    |            |
| Schooners' shares.....                         |            | 520 00    |            |
| Pilotage refunded for difference of water..... |            | 34 90     |            |
| Decayed Pilot Fund.....                        |            | 7,959 86  |            |
| Salaries of employees.....                     |            | 1,550 00  |            |
|  |            |           | 21,338 09  |
| Reserve fund.....                              |            |           | 500 00     |
| Dividends.....                                 |            |           | 94,080 00  |
| Balance.....                                   |            |           | 610 57     |
|  |            |           | 116,528 66 |

F. X. DION,  
*Secretary-Treasurer.*

QUEBEC, 31st December, 1891.

We, the undersigned, certify to having made a minute examination of the books and accounts of the Corporation of Pilots, Quebec, and of having found them correct.

VICTOR VÉZINA,  
THÉOPHILE ST. LAURENT, } *Auditors.*

THOS. BOISSINOT, *Accountant.*

## APPENDIX No. 3.

REPORT OF THE PILOTAGE AUTHORITY OF ST. JOHN, N.B., FOR THE  
YEAR ENDED 31st DECEMBER, 1891.OFFICE OF THE PILOTAGE AUTHORITY,  
DISTRICT OF ST. JOHN, 8th January, 1892.SIR,—I have the honour to hand you herewith the annual returns of pilotage for  
this district, for the year ending 31st December, 1891.

I have the honour to be, sir,

Your obedient servant,

J. U. THOMAS,

*Secretary.*

## RECEIPTS AND EXPENDITURE for Year ending 31st December, 1891.

|   | Amount.  | Total.   |
|---|----------|----------|
|   | \$ cts.  | \$ cts.  |
| <b>RECEIPTS.</b>  |          |          |
| Licenses to 32 pilots, at \$5.....  | 160 00   |          |
| do 6 pilot boats, at \$10.....  | 60 00    |          |
| 25 cents per foot on outward pilotage from port of St. John, to date.....     | 1,794 49 |          |
| do do Musquash do .....   | 2 50     |          |
| Pilotage, str. "Georgis".....   | 27 50    |          |
| Interest on Dominion Savings Bank deposits, 12 months, to 1st July, 1891..... | 256 05   |          |
|   |          | 2,300 54 |
| <b>EXPENDITURE.</b>   |          |          |
| Pensions to 4 pilots.....   | 485 00   |          |
| do 6 widows.....  | 512 00   |          |
| do 2 children.....  | 40 00    |          |
| J. A. McMillan, stationery, &c .....  | 24 10    |          |
| Auditing accounts for 1890.....   | 25 00    |          |
| Office rent, 1 year.....  | 100 00   |          |
| Salary of secretary-treasurer, 1 year.....                                    | 800 00   |          |
| Interest on deposit in Dominion Savings Bank.....                             | 256 05   |          |
|   |          | 2,242 15 |
| By balance.....   |          | 58 39    |
| Total.....  |          | 2,300 54 |



RETURN of Vessels arriving at the Port of St. John, paying pilotage, for the Year ending 31st December, 1891.

|                                  | Number. | Total.    |
|----------------------------------|---------|-----------|
|                                  |         | \$ cts.   |
| Schooners.....                   | 314     |           |
| Brigs and brigantines.....       | 24      |           |
| Ships.....                       | 20      |           |
| Barks and barkentines.....       | 103     |           |
| Steamers.....                    | 66      |           |
| Amount of pilotage received..... | 529     | 23,470 93 |
| <i>British.</i>                  |         |           |
| Schooners.....                   | 102     |           |
| Brigs and brigantines.....       | 18      |           |
| Ships.....                       | 16      |           |
| Barks and barkentines.....       | 69      |           |
| Steamers.....                    | 52      |           |
| Amount of pilotage received..... | 257     | 14,076 50 |
| <i>Foreign.</i>                  |         |           |
| Schooners.....                   | 212     |           |
| Brigs and brigantines.....       | 6       |           |
| Ships.....                       | 4       |           |
| Barks and barkentines.....       | 34      |           |
| Steamers.....                    | 14      |           |
| Amount of pilotage received..... | 270     | 9,394 43  |

RATES of Pilotage in force 31st December, 1891, for the Pilotage District of St. John.  
ON ALL SAILING VESSELS.

|   |                                   |
|---|-----------------------------------|
| Inward—1st District.....  | \$1 50 per foot draught of water. |
| 2nd do.....   | 1 75 do do                        |
| 3rd do.....   | 2 25 do do                        |
| Outward—To Partridge Island.....  | 1 25 per foot.                    |
| Down the bay (not compulsory).....  | 2 00 do                           |
| Transporting—100 tons and under.....  | \$1 50                            |
| Over 100 do 200 tons.....   | 2 00                              |
| do 200 do 300 do.....   | 3 00                              |
| do 300 do 400 do.....   | 4 00                              |
| And 25 cents additional for every fifty tons such vessel shall measure over 400 tons. |                                   |

ON ALL STEAMERS.

|  |                                   |
|--|-----------------------------------|
| Inward—1st District.....   | \$2 00 per foot draught of water. |
| 2nd do.....  | 2 50 do do                        |
| 3rd do.....  | 3 00 do do                        |
| Outward—To Partridge Island.....   | 1 75 per foot.                    |
| Down the bay (not compulsory).....   | 2 75 do                           |
| Transporting—100 tons and under.....   | \$2 00                            |
| Over 100 do 200 tons.....  | 2 50                              |
| do 200 do 300 do.....  | 3 75                              |
| do 300 do 400 do.....  | 5 00                              |
| And 30 cents additional for every fifty tons such steamer shall measure over 400 tons. |                                   |

**PILOTS Licensed for the Pilotage District of St. John, for the Year ending 31st December, 1891.**

| Name.                   | Age. | Residence.          | Remarks.                    |
|-------------------------|------|---------------------|-----------------------------|
| Thomas Traynor.....     | 38   | St. John, N. B. . . |                             |
| S. Rutherford.....      | 59   | do . .              |                             |
| Edward J. Fletcher..... | 64   | do . .              |                             |
| Jos. Doherty.....       | 45   | do . .              |                             |
| J. L. C. Sherrara.....  | 57   | do . .              |                             |
| James Doyle.....        | 55   | do . .              |                             |
| Henry Spears.....       | 40   | do . .              |                             |
| John Thomas.....        | 43   | do . .              |                             |
| James Murray.....       | 50   | do . .              |                             |
| Henry Thomas.....       | 60   | do . .              |                             |
| John Sproul.....        | 55   | do . .              |                             |
| Richard Scott.....      | 40   | do . .              |                             |
| Patrick Conlin.....     | 41   | do . .              |                             |
| James Reed.....         | 45   | do . .              |                             |
| John Spears.....        | 42   | do . .              |                             |
| Charles Daley.....      | 55   | do . .              |                             |
| William Lahey.....      | 62   | do . .              |                             |
| Richard Cline.....      | 66   | do . .              |                             |
| Jas. McPartland.....    | 57   | do . .              |                             |
| Jas. S. Spear.....      | 46   | do . .              |                             |
| T. J. Stone.....        | 38   | do . .              |                             |
| Jas. E. Mantle.....     | 45   | do . .              |                             |
| William Quinn.....      | 44   | do . .              |                             |
| Philip G. Dordy.....    | 51   | do . .              |                             |
| William Miller.....     | 40   | do . .              |                             |
| Alfred Cline.....       | 34   | do . .              |                             |
| William Scott.....      | 35   | do . .              |                             |
| Bartholomew Rogers..... | 34   | do . .              |                             |
| James Bennett.....      | 34   | do . .              |                             |
| Martin Spears.....      | 34   | do . .              |                             |
| Robert Thomas.....      | 50   | do . .              |                             |
| John McAnulty.....      | 52   | Musquash, N.B.      | Licensed for Musquash only. |

**J. U. THOMAS,**  
*Secretary.*

ST. JOHN, N.B., 31st December, 1891.

## APPENDIX No. 4.

REPORT OF THE HALIFAX PILOTAGE COMMISSIONERS FOR THE  
CALENDAR YEAR ENDED 31st DECEMBER, 1891.

HALIFAX, N.S., 9th January, 1892.

DEAR SIR,—I beg leave to transmit for the information of the Department the annual returns of the Pilotage authority of the District of Halifax, viz. :—

Statement of Receipts and Expenditure.

Statement of Superannuation Fund.

Statement of Net Earnings of Pilots.

Return of Vessels Inward, British and Foreign.

Return of Vessels Outward, British and Foreign.

List of Licensed Pilots.

Respectfully, &amp;c.,

Your obedient servant,

J, TAYLOR WOOD,

*Secretary and Treasurer.*

## STATEMENT of Receipts and Expenditure for the Year ending 1891.

| EXPENDITURE.  |  | \$    | cts. |
|---|--|-------|------|
| To Paid auditor for 1890.....                       |  | 30    | 00   |
| Secretary's salary for 1890.....                    |  | 600   | 00   |
| Office rent, fuel and taxes.....                    |  | 332   | 10   |
| Printing, cleaning office and sundries.....         |  | 126   | 30   |
| Surplus at Cr. of Pilotage Fund .....               |  | 4,624 | 00   |
|   |  | 5,712 | 80   |
| RECEIPTS.   |  |       |      |
| By Cash on hand, January 1, 1890 .....              |  | 735   | 87   |
| Dominion 4 per cent stock.....                      |  | 1,000 | 00   |
| Deposit Savings Bank.....                           |  | 1,842 | 53   |
| Outward pilotage (on vessels having no pilots)..... |  | 1,120 | 92   |
| 5 per cent commission .....                         |  | 973   | 98   |
| Interest on 4 per cent Dominion stock.....          |  | 40    | 00   |
|   |  | 5,712 | 80   |
| By surplus at Cr. of Pilotage Fund.....             |  | 4,624 | 40   |

E. and O. E.

J. TAYLOR WOOD,

*Secretary.*

## STATEMENT of Superannuation Fund.

|  | \$    | cts. |
|--|-------|------|
| By Cash, Savings Bank, January 1, 1891 .....       | 3,468 | 66   |
| Special deposit, Union Bank, January 1, 1891 ..... | 915   | 00   |
| Cash, Union Bank, January 1, 1891 .....            | 123   | 33   |
| 2 per cent collected during 1891 .....             | 463   | 40   |
| Interest, Savings and Union Banks .....            | 143   | 38   |
|  | 5,113 | 77   |
| Less—Paid family late Pilot Smith. ....            | \$45  | 00   |
| do do Nickerson .....                              | 45    | 00   |
|  | 90    | 00   |
| CR.  | 5,023 | 77   |
| By Balance, Savings Bank, December 31, 1891 .....  | 3,590 | 04   |
| do Union Bank (special deposit) .....              | 1,137 | 00   |
| do do do .....                                     | 296   | 73   |
|  | 5,023 | 77   |
| Increase for the year .....                        | 516   | 78   |

E. and O. E.

J. TAYLOR WOOD,  
*Secretary.*

## RETURN of Vessels entered Inward at the Port of Halifax, N.S., from 1st January to 31st December, 1891, subject to compulsory pilotage dues.

| Schooner. | Brigantine. | Brig. | Barque. | Ship. | Steamer. | Tonnage. | Amount of Pilotage dues. |
|-----------|-------------|-------|---------|-------|----------|----------|--------------------------|
|           |             |       |         |       |          |          | \$ cts.                  |
| 124       | 119         | 4     | 18      | 3     | 389      | 595,189  | 12,398 50                |
| FOREIGN.  |             |       |         |       |          |          |                          |
| 13        | 2           | 0     | 189     | 1     | 91       | 89,731   | 2,025 62                 |
| 137       | 121         | 4     | 207     | 4     | 480      | 684,920  | 14,424 12                |

## RETURN of Vessels entered Outward at the Port of Halifax, N.S., from 1st January to 31st December, 1891, subject to compulsory pilotage dues.

| Schooner. | Brigantine. | Brig. | Barque. | Ship. | Steamer. | Tonnage. | Amount of Pilotage dues. |
|-----------|-------------|-------|---------|-------|----------|----------|--------------------------|
|           |             |       |         |       |          |          | \$ cts.                  |
| 8         | 19          | 3     | 27      | 3     | 391      | 585,298  | 6,397 42                 |
| FOREIGN.  |             |       |         |       |          |          |                          |
| 6         | 1           | 0     | 189     | 1     | 90       | 90,796   | 1,129 60                 |
| 14        | 20          | 3     | 216     | 4     | 481      | 676,094  | 7,527 02                 |

## List of Pilots of the Port of Halifax.

| Number | Name.                    | Residence.            | Age. |
|--------|--------------------------|-----------------------|------|
| 1      | John Fleming .....       | Ketch Harbour .....   | 79   |
| 2      | William Fleming .....    | Halifax .....         | 25   |
| 3      | James Holland .....      | Duncan's Cove .....   | 55   |
| 4      | William Baker .....      | Halifax .....         | 56   |
| 5      | Bernard Gallagher .....  | do .....              | 67   |
| 6      | Daniel Martin .....      | Ketch Harbour .....   | 46   |
| 7      | Joseph Reno .....        | Herring Cove .....    | 66   |
| 8      | Patrick Hayes .....      | do .....              | 70   |
| 9      | Hugh Munroe .....        | do .....              | 56   |
| 10     | Jeremiah Holland .....   | Duncan's Cove .....   | 59   |
| 11     | Edward Bayers .....      | Halifax .....         | 50   |
| 12     | James Hanrahan .....     | Ferguson's Cove ..... | 54   |
| 13     | Wm. Beazley .....        | do .....              | 51   |
| 14     | John Hayes .....         | Halifax .....         | 41   |
| 15     | James Spears .....       | Herring Cove .....    | 33   |
| 16     | John Beazley .....       | Halifax .....         | 32   |
| 17     | Charles Glazebrook ..... | do .....              | 61   |
| 18     | Charles F. Martin .....  | do .....              | 26   |
| 19     | William White .....      | Ferguson's Cove ..... | 34   |
| 20     | Thomas Hayes .....       | Herring Cove .....    | 32   |
| 21     | Thomas Reno .....        | do .....              | 31   |
| 22     | Charles Martin .....     | Halifax .....         | 62   |
| 23     | Henry Lattee .....       | Herring Cove .....    | 27   |
| 24     | John Johnson .....       | Bear Cove .....       | 67   |
| 25     | James Conway .....       | Halifax .....         | 29   |
| 26     | James Fleming .....      | Ketch Harbour .....   | 52   |

Total net earnings of pilots for 1891, \$17,899.97, and \$688.46 net earnings of each man.

J. TAYLOR WOOD,  
*Secretary.*

HALIFAX, 31st December, 1891.

## APPENDIX No. 5.

### REPORT OF THE PILOTAGE AUTHORITY FOR THE DISTRICT OF PICTOU FOR THE YEAR ENDED 31st DECEMBER, 1891.

PORT OF PICTOU, N.S., 31st December, 1891.

SIR,—I have the honour to submit to you the pilotage returns for this port, for year ending 31st December, 1891.

Regulations are the same as when last reported.

Pilot No. 5 found employment on shore, therefore did not make use of branch license during season.

Commissioners had not occasion to meet in session during season just past.

I am, sir, your obedient servant,

W. H. NOONAN,

*Secretary, P.A.P.D.*

### RECEIPTS and Expenditures of all monies received by or on behalf of the Pilotage Authority in respect of pilots or pilotage.

| RECEIPTS.   |  | \$   cts. |
|---|--|-----------|
| Received pilotage dues as per statement .....     |  | 2,780 89  |
| do from 11 pilots, renewing bonds .....           |  | 11 00     |
| do from Capt. Bacquet (license) .....             |  | 40 00     |
| Balance due secretary .....                       |  | 45 47     |
|   |  | 2,877 36  |
| EXPENDITURE.                                      |  |           |
| Paid pilots for pilotage .....                    |  | 2,589 39  |
| do secretary's salary .....                       |  | 200 00    |
| do office rent and fuel, remitted, for 1891 ..... |  | 87 97     |
| Balance due secretary from last year .....        |  | 87 97     |
|   |  | 2,877 36  |

## MEMORANDUM of Earnings of Pilots for 1891.

| No. | Name.                 | Amount.  |
|-----|-----------------------|----------|
|     |                       | \$ cts.  |
| 1   | Alex. T. Powell ..... | 14 00    |
| 2   | James Fraser .....    | 61 00    |
| 3   | Bryant Rodgers .....  | 103 00   |
| 4   | Wm. A. Cooke .....    | 424 99   |
| 5   | Angus McDonald .....  |          |
| 6   | Henry H. Powell ..... | 105 00   |
| 7   | Chas. A. Cooke .....  | 515 53   |
| 8   | Geo. W. Powell .....  | 112 00   |
| 9   | Danl. S. Smith .....  | 733 22   |
| 10  | Danl. McLeod .....    | 114 00   |
| 11  | Angus Smith .....     | 406 65   |
|     | Total .....           | 2,589 39 |

## PILOTAGE Dues for season ending 1891.

|  | \$ cts.  | \$ cts.  |
|--|----------|----------|
| Total amount received for pilotage dues for season ending 1891 ..... |          | 2,780 89 |
| Of this amount :—  |          |          |
| Received from steamships .....                                       | 1,791 23 |          |
| Received from sailing ships .....                                    | 989 66   |          |
|  |          | 2,780 89 |
| Of this amount :—  |          |          |
| Received from British ships .....                                    | 2,233 79 |          |
| Received from foreign ships .....                                    | 547 10   |          |
|  |          | 2,780 89 |

Certified Masters—Amable Bacquet, steamship “Miramichi.”

Certified mates—Nil.

## APPENDIX No. 6.

REPORT OF THE PILOTAGE AUTHORITY FOR THE DISTRICT OF  
SYDNEY, C.B., FOR THE YEAR ENDED 31st DECEMBER, 1891.

NORTH SYDNEY, C.B., 28th January, 1892.

SIR,—I have the honour of enclosing returns of the pilotage authority of Sydney for the past year showing arrivals at the different ports in the district, the number of vessels that have arrived which have paid pilotage, the amount paid by British and foreign vessels, the masters licensed, and the names of the different pilots with their ages ; also account of receipts and expenditure and statement of account of the pilotage authority, from which you will notice \$300 has been withdrawn from the amount in deposit bearing interest.

I have the honour to be, sir,

Your obedient servant,

W. PURVES,

*Sec.-Treasurer, P. A. of North Sydney.*

WM. SMITH, Esq.,  
Deputy Minister of Marine,  
Ottawa.

## NAME and Age of every Pilot for the District of Sydney, C.B., for the year 1890.

| No. | Name.                  | Age. | No. | Name.                  | Age. |
|-----|------------------------|------|-----|------------------------|------|
| 1   | John Brown .....       | 68   | 17  | G. Brown .....         | 53   |
| 2   | John Curran .....      | 64   | 18  | L. Connell .....       | 48   |
| 3   | John Petrie .....      | 59   | 19  | J. Carroll .....       | 34   |
| 4   | Con. Mullins .....     | 59   | 20  | D. Petrie .....        | 34   |
| 5   | D. McGillvary .....    | 61   | 21  | J. McNeil .....        | 38   |
| 6   | W. Ratchford .....     | 53   | 22  | P. Burke .....         | 36   |
| 7   | J. Cann .....          | 40   | 23  | J. Shannahan .....     | 39   |
| 8   | J. Mullins .....       | 41   | 24  | P. Young .....         | 38   |
| 9   | T. Shannahan .....     | 48   | 25  | W. Brown .....         | 33   |
| 10  | A. Ratchford .....     | 47   | 26  | T. Ratchford .....     | 35   |
| 11  | J. Fraser .....        | 50   | 27  | G. Townsend .....      | 42   |
| 12  | J. McGillvary .....    | 41   | 28  | J. B. McGillvary ..... | 44   |
| 13  | A. McNeil .....        | 47   | 29  | T. Lyng .....          | 48   |
| 14  | H. D. McGillvary ..... | 64   | 30  | J. Fraser .....        | 48   |
| 15  | J. D. McGillvary ..... | 44   | 31  | Thos. McNeil .....     | 30   |
| 16  | J. Carroll, jun .....  | 39   | 32  | J. T. Laffin .....     | 32   |



STATEMENT of Arrivals paying Pilotage and Pilotage received in the District of Sydney,  
C.B., during the year 1891.

PORT OF SYDNEY.

| Class of Vessels.            | No. | Tonnage. | Amount.  |
|------------------------------|-----|----------|----------|
|                              |     |          | \$ cts.  |
| British steamers.....        | 68  | 76,880   |          |
| Foreign do .....             | 4   | 7,986    |          |
| British sailing vessels..... | 52  | 6,885    |          |
| Foreign do .....             | 1   | 385      |          |
| Total tonnage.....           | 125 | 92,136   |          |
| British vessels.....         |     |          | 2,113 00 |
| Foreign do .....             |     |          | 231 00   |
| Total pilotage.....          |     |          | 2,344 00 |

PORT OF INTERNATIONAL MINES.

|                              |     |         |          |
|------------------------------|-----|---------|----------|
| British steamers .....       | 89  | 111,807 |          |
| Foreign do .....             | 9   | 6,965   |          |
| British sailing vessels..... | 23  | 2,907   |          |
| Foreign do .....             | 1   | 119     |          |
| Total tonnage.....           | 122 | 121,798 |          |
| British vessels.....         |     |         | 3,485 00 |
| Foreign do .....             |     |         | 342 00   |
| Total pilotage.....          |     |         | 3,827 00 |

PORT OF VICTORIA MINES.

|                              |     |        |          |
|------------------------------|-----|--------|----------|
| British steamers.....        | 54  | 31,934 |          |
| Foreign do .....             | 4   | 2,992  |          |
| British sailing vessels..... | 50  | 9,980  |          |
| Foreign do .....             | 4   | 399    |          |
| Total tonnage.....           | 112 | 45,305 |          |
| British vessels.....         |     |        | 1,252 00 |
| Foreign do .....             |     |        | 408 50   |
| Total pilotage.....          |     |        | 1,660 50 |

PORT OF NORTH SYDNEY.

|                              |     |         |          |
|------------------------------|-----|---------|----------|
| British steamers.....        | 67  | 60,534  |          |
| Foreign do .....             | 8   | 8,602   |          |
| British sailing vessels..... | 218 | 54,367  |          |
| Foreign do .....             | 58  | 32,488  |          |
| Total tonnage.....           | 341 | 155,991 |          |
| British vessels.....         |     |         | 3,987 00 |
| Foreign do .....             |     |         | 1,177 50 |
| Total pilotage.....          |     |         | 5,164 50 |

## RECAPITULATION.

| Ports.             | No. of Vessels. | Tonnage. | Amount.   |
|--------------------|-----------------|----------|-----------|
|                    |                 |          | \$ cts.   |
| North Sydney.....  | 341             | 155,991  | 5,164 50  |
| Victoria.....      | 112             | 45,305   | 1,660 50  |
| International..... | 122             | 121,798  | 3,827 00  |
| Sydney.....        | 125             | 92,136   | 2,344 00  |
| Totals .....       | 700             | 415,230  | 12,996 00 |

## MASTERS LICENSED.

| No. | Names.              | Class.        | Vessel.         | Amount. |
|-----|---------------------|---------------|-----------------|---------|
|     |                     |               |                 | \$ cts. |
| 1   | J. P. Augur .....   | Steamer ..... | St. Pierre..... | 20 00   |
| 2   | P. Lachance .....   | do .....      | Polino.....     | 20 00   |
| 3   | D. Fraser .....     | do .....      | Coban.....      | 20 00   |
| 4   | J. Fraser.....      | do .....      | Bonavista.....  | 20 00   |
| 5   | J. B. Barlow.....   | do .....      | Newfold.....    | 20 00   |
| 6   | C. E. Ormston.....  | Schooner..... | M. Millard..... | 10 00   |
| 7   | J. McPhail.....     | Steamer.....  | Cacouna.....    | 20 00   |
| 8   | H. W. Gould.....    | do .....      | Thornholm.....  | 20 00   |
| 9   | A. Richardson.....  | Schooner..... | Cyrene.....     | 10 00   |
| 10  | J. Farquharson..... | Steamer.....  | Harlan.....     | 20 00   |
| 11  | D. A. McDonald..... | Schooner..... | E. Stewart..... | 10 00   |
|     |                     |               | Total.....      | 190 00  |

## STATEMENT of Receipts and Expenditure, Pilotage Authority of Sydney, C.B., 1891.

| RECEIPTS.                         |  | \$ cts.   | \$ cts.   |
|-----------------------------------|--|-----------|-----------|
| Licenses and bonds.....           |  | 96 00     |           |
| Boats.....                        |  | 12 00     |           |
| Masters' licenses.....            |  | 190 00    |           |
| Total pilotage.....               |  | 12,996 00 | 13,294 00 |
| EXPENDITURE.                      |  |           |           |
| Paid pilots by collectors.....    |  | 12,217 00 |           |
| do collectors.....                |  | 643 00    |           |
| do relief fund.....               |  | 136 00    |           |
| do office rent and fuel.....      |  | 45 00     |           |
| do 5 commissioners' expenses..... |  | 150 00    |           |
| do books and printing.....        |  | 27 17     |           |
| do telegrams and postage.....     |  | 14 10     |           |
| do secretary and treasurer.....   |  | 100 00    |           |
|                                   |  |           | 13,332 27 |
| Excess of expenditure.....        |  |           | 38 27     |

## STATEMENT of account, Pilotage Authority of Sydney, C.B., 1891.

| Dr.       |                            |         | Cr.       |                              |        |
|-----------|----------------------------|---------|-----------|------------------------------|--------|
|           |                            | \$ cts. |           | \$ cts.                      |        |
| May 10..  | Widow Daley .....          | 20 00   | Dec. 31.. | Relief collected, 1891 ..... | 136 00 |
|           | do Brown .....             | 20 00   |           | Interest on deposit .....    | 16 00  |
|           | do Madore .....            | 20 00   |           | Balance .....                | 4 20   |
|           | do Mullins .....           | 20 00   |           | Withdrawn from deposits ...  | 300 00 |
| June 17.. | Pilot Doyle .....          | 50 00   |           |                              |        |
|           | do Mullins .....           | 25 00   |           |                              |        |
|           | Widow McInnes .....        | 20 00   |           |                              |        |
| Aug. 19.. | do Petrie .....            | 20 00   |           |                              |        |
| Nov. 10.. | do Daley .....             | 10 00   |           |                              |        |
|           | do Brown .....             | 20 00   |           |                              |        |
|           | do Mullins .....           | 10 00   |           |                              |        |
|           | do Madore .....            | 20 00   |           |                              |        |
| Dec. 4 .. | do McInnes .....           | 10 00   |           |                              |        |
|           | do Petrie .....            | 10 00   |           |                              |        |
|           | Exchange .....             | 7 14    |           |                              |        |
|           | Refunded pilots .....      | 12 00   |           |                              |        |
|           | Over-expenditure .....     | 38 27   |           |                              |        |
|           | Balance last year .....    | 98 79   |           |                              |        |
| Dec. 31.. | Pilot Mullins .....        | 25 00   |           |                              |        |
|           |                            | 456 20  |           |                              | 456 20 |
| 1892.     |                            |         |           |                              |        |
| Jan. 1..  | Balance brought down ..... | 4 20    |           | On deposit .....             | 300 00 |

W. PURVES,  
Secretary-Treasurer.

NORTH SYDNEY, C.B., 28th January, 1892.

## APPENDIX No. 7.

PILOTAGE RETURNS FOR THE PILOTAGE DISTRICT OF ST. MARY'S  
AND LISCOMBE, IN THE COUNTY OF GUYSBOROUGH, PROVINCE  
OF NOVA SCOTIA, DOMINION OF CANADA, FOR THE YEAR END-  
ING 31<sup>ST</sup> DECEMBER, 1891.

Pilot No. 1, EDWARD QUINN.

| Name of Ship.    | Rig.             | Place<br>of<br>Registry. | Tonnage. | Inward. | Outward. | Total.  |
|------------------|------------------|--------------------------|----------|---------|----------|---------|
|                  |                  |                          |          | \$ cts. | \$ cts.  | \$ cts. |
| 17th of May..... | Barquentine..... | Norway.....              | 465      | 11 00   | 13 00    | 24 00   |
| Daisy.....       | Schooner.....    | Dominion.....            | 30       | 2 10    | .....    | 2 10    |
| J. G. C.....     | do.....          | do.....                  | 40       | 2 80    | 2 80     | 5 60    |
| Ravenswood.....  | Barquentine..... | do.....                  | 525      | 14 00   | 16 00    | 30 00   |
|                  |                  |                          |          |         |          | 61 70   |

Pilot No. 2, JOHN BYRNES.

|                |               |               |     |       |       |       |
|----------------|---------------|---------------|-----|-------|-------|-------|
| Gazella.....   | Schooner..... | Dominion..... | 253 | ..... | 9 00  | 9 00  |
| Moonlight..... | do.....       | do.....       | 33  | 2 31  | 2 31  | 4 62  |
| Dominion.....  | do.....       | do.....       | 97  | 4 00  | ..... | 4 00  |
|                |               |               |     |       |       | 17 62 |

Pilot No. 3, ALFRED McDANIEL.

|                   |                  |               |     |       |       |       |
|-------------------|------------------|---------------|-----|-------|-------|-------|
| Hutchen Bros..... | Barquentine..... | Dominion..... | 492 | ..... | 13 00 | 13 00 |
| Gazelle.....      | Schooner.....    | do.....       | 253 | 7 00  | ..... | 7 00  |
|                   |                  |               |     |       |       | 20 00 |
| Grand total.....  |                  |               |     |       |       | 99 32 |

WILLIAM PRIDE,

*Secretary to the Commission.*

To the Department of Marine,  
Ottawa.

## APPENDIX No. 8.

### PILOTAGE RETURN FOR THE PILOTAGE DISTRICT OF THE COUNTY OF CHARLOTTE, N.B., FOR THE YEAR ENDED 31st DECEMBER, 1891.

ST. ANDREW'S, N.B., 31st December, 1891.

SIR,—Annexed please find pilotage returns for the district of the county of Charlotte, N.B., for the year ended 31st December, 1891.

I am, sir,

Your most obedient servant,

C. E. O. HATHEWAY,

*Commissioner and Secretary.*

WM. SMITH, Esq.,  
Deputy Minister of Marine,  
Ottawa.

### PILOTAGE RETURNS for the District of the County of Charlotte, N.B., for the year ended 31st December, 1891.

| Licensed Pilots.       | Age.      | Residence.                | District licensed for. |
|------------------------|-----------|---------------------------|------------------------|
| Cline, Wellington..... | 50 years. | Parish of West Isles..... | County of Charlotte.   |
| Boyd, Joseph.....      | 56 do     | do Campobello.....        | do                     |
| Boyd, John.....        | 64 do     | do Dufferin.....          | do                     |
| Britt, Patrick.....    | 59 do     | Town of St. Andrew's..... | do                     |

#### *Pilot Boats licensed.*

Pilot schooner "Frederick Taylor," 12½ tons, Joseph Boyd, master.

#### AMOUNT of Pilotage collected by Pilots for current year.

| Name of Pilot.                  | British Vessels. | Foreign Vessels. | Total.  |
|---------------------------------|------------------|------------------|---------|
|                                 | \$ cts.          | \$ cts.          | \$ cts. |
| Cline, Wellington.....          | 262 00           | 10 00            |         |
| Boyd, Joseph.....               | 255 00           | 165 00           |         |
| Boyd, John.....                 | 35 50            | 138 10           |         |
| Britt, Patrick, not acting..... |                  |                  |         |
|                                 | 552 50           | 313 10           | 865 60  |

*Receipts and Expenditure by Pilotage Authority.*

|                                 |        |                |
|---------------------------------|--------|----------------|
| License for one pilot boat..... | \$5 00 |                |
| Regulation .....                | 3 00   |                |
| License to one pilot.....       | 6 00   |                |
|                                 |        | <u>\$14 00</u> |

*Charges.*

|  |        |                |
|--|--------|----------------|
| Stationery and postage.....                    | \$1 00 |                |
| Commissioners, St. Stephen and St. George..... | 4 00   |                |
| Secretary at St. Andrew's.....                 | 9 00   |                |
|  |        | <u>\$14 00</u> |

*Rates of Pilotage in the District.*

First longest pilotage distance, inwards or outwards, \$2.25 per foot draft of water.

Second do do \$1.60 do

Third do do \$1.50 do

To or from Campobello, 20 cts. per foot less than above rates.

Fourth pilotage distance, inwards or outwards, \$1 per foot draft of water.

From 1st of November to 1st of April, 20 cts. per foot in addition to above rates,

To or from ballast ground and St. Andrew's harbour, vessels up to 300 tons, \$2.50 ;  
above 300 tons, \$3 each.

River pilotage inside St. Andrew's Bay, vessels up to 200 tons, \$4 each ; over 200  
tons and up to 300 tons, \$5 each ; over 300 tons and up to 400 tons, \$6 each ; over 400  
tons, \$8 each.

To or from St. Andrew's Bay to any loading place outside St. Andrew's Bay and  
within the county, vessels under 200 tons, \$6 each ; 200 to 300 tons, \$8 ; 300 tons and  
under 400, \$10 each ; 400 tons and upwards, \$12 each.

C. E. O. HATHEWAY,

*Commissioner and Secretary.*

ST. ANDREW'S, N.B., 31st December, 1891.

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## APPENDIX No. 9.

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### REPORT OF THE PILOTAGE AUTHORITY FOR THE DISTRICT OF ALBERTON, P.E.I., FOR THE YEAR ENDED 31<sup>ST</sup> DECEMBER, 1891.

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OFFICE OF PILOT COMMISSIONERS,

ALBERTON, P.E.I., 6th January, 1892.

Hon. C. H. TUPPER,  
Minister of Marine, Ottawa.

SIR,—The following is the report of the pilotage authority for a portion of Prince County, P.E.I., for the year ending 31st December, 1891.

| Name of Pilot.              | Age. |
|-----------------------------|------|
| George Wells, Alberton..... | 26   |
| Charles Gallant do .....    | 34   |
| John W. White do .....      | 23   |

James Ellis, Bideford, lot 12, did not report.

Pilots licensed for general service throughout the district:—

#### *Earnings of Pilots.*

|                      |               |
|----------------------|---------------|
| George Wells.....    | \$ 58 85      |
| Charles Gallant..... | 71 60         |
| John W. White.....   | 54 16         |
| Total.....           | <u>184 61</u> |

Those amounts have been collected by the pilots individually, and all from British vessels.

WM. P. REID, *Chairman*,  
T. E. BIRCH,  
JOHN P. BRENNAN,  
*Pilotage Commissioners.*

## APPENDIX No. 10.

### REPORT OF THE PILOTAGE AUTHORITY FOR THE DISTRICT OF MIRAMICHI, N.B., FOR THE YEAR ENDED 31st DECEMBER, 1891.

OFFICE OF PILOT COMMISSIONERS,  
NEWCASTLE, MIRAMICHI, N.B., 10th December, 1891.

SIR,—I have the honour to enclose herewith the annual report of the pilotage authority of this district for the year ended 31st December, 1891.

I have the honour to be, sir,

Your obedient servant

R. R. CALL, *Secretary-Treasurer.*

WILLIAM SMITH, Esq.,  
Deputy Minister of Marine, Ottawa.

#### MIRAMICHI Pilots in account with R. R. Call, Secretary-Treasurer.

| 1891.      | DR.  | \$    | cts.     |
|------------|--|-------|----------|
| June 18..  | To paid Gillespie & Saddler's account for repairs to schooner..... | 5     | 25       |
| do 18..    | H. A. Muirhead's do do .....                                       | 10    | 44       |
| do 18..    | James Henderson, surveying 4 schooners.....                        | 10    | 00       |
| Aug. 18..  | Pilot master, amount paid for printing, &c.....                    | 5     | 00       |
| Sept. 18.. | Rent of pilot master's office.....                                 | 20    | 00       |
| do 18..    | P. Howlan, building a boat.....                                    | 10    | 00       |
| Nov. 19..  | Interest on money borrowed to pay for service.....                 | 25    | 20       |
| do 19..    | Rent of store for seine and fishing gear.....                      | 10    | 00       |
| do 19..    | W. C. Huston's account for printing.....                           | 4     | 00       |
| do 19..    | Miramichi Steam Navigation Co., fares, pilots.....                 | 6     | 00       |
| do 19..    | Alexander Martin, pension.....                                     | 100   | 00       |
| do 19..    | 2 pilots amount returned on account of seine.....                  | 2     | 70       |
| do 19..    | Stationery, postage, &c.....                                       | 2     | 47       |
| do 19..    | Mrs. A. McEachran, one share in schooner.....                      | 127   | 58       |
| do 25..    | 3 per cent commission on \$9,721.32.....                           | 291   | 64       |
| do 25..    | 28 pilots, \$324.68 each .....                                     | 9,091 | 04       |
|            |  |       | 9,721 32 |
|            | CR.  |       |          |
| Nov. 25..  | By amount collected pilotage, inwards.....                         | \$    | 4,203 99 |
| do 25..    | do do outwards.....  | 4,707 | 83       |
| do 25..    | do removals.....   | 473   | 50       |
| do 25..    | do extra services.....   | 36    | 00       |
| do 25..    | do earned by pilots outside pilotage.....                          | 300   | 00       |
|            |  |       | 9,721 32 |

R. R. CALL, *Secretary-Treasurer.*



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RATES of Pilotage chargeable at Miramichi on all vessels, British and Foreign.

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|  | \$ cts.        |
|--|----------------|
| When inward bound.....   | 2 25 per foot. |
| And in addition to the above for all vessels propelled wholly or in part by steam..... | 0 02 per ton.  |
| When outward bound.....  | 2 00 per foot. |
| For every vessel taken to sea after the 1st day of November a bonus of.....            | 4 00           |
| For the removal and mooring of vessels—  |                |
| Not exceeding 100 tons.....  | 1 50           |
| do 200 do.....   | 2 00           |
| do 300 do.....   | 3 00           |
| Exceeding 300 tons.....  | 4 00           |
| And where the distance of removal exceeds 4 miles 50 per cent to be added to the rate. |                |

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NATIONALITY of vessels piloted inwards for the year 1891.

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| Nationality.               | Number. | Nationality. | Number. |
|----------------------------|---------|--------------|---------|
| British.....               | 63      | German.....  | 2       |
| Swedish and Norwegian..... | 41      | French.....  | 2       |
| Italian.....               | 24      | Spanish..... | 1       |
| Austrian.....              | 7       |              |         |
| United States.....         | 6       | Total.....   | 150     |
| Russian.....               | 4       |              |         |

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PILOTAGE returns for the Pilotage District of Miramichi, N.B., for the year ended 31st December, 1891.

| Class of Vessel.                  | Number.  | Number.  |
|-----------------------------------|----------|----------|
| Vessels reported inwards—         |          |          |
| British steamers .....            | 9        |          |
| do sailing vessels.....           | 54       |          |
| Foreign steamers.....             | 2        |          |
| do sailing vessels.....           | 85       | 150      |
| Vessels reported outwards—        |          |          |
| British steamers .....            | 10       |          |
| do sailing vessels.....           | 48       |          |
| Foreign steamers.....             | 2        |          |
| do sailing vessels.....           | 85       | 145      |
| Vessels removed—                  |          |          |
| British steamers .....            | 3        |          |
| do sailing vessels.....           | 14       |          |
| Foreign steamers.....             |          |          |
| do sailing vessels.....           | 55       | 72       |
| Vessels, extra service—           |          |          |
| British steamers .....            |          |          |
| do sailing vessels.....           | 8        |          |
| Foreign steamers.....             |          |          |
| do sailing vessels.....           | 1        | 9        |
|                                   | \$ cts.  |          |
| Total amount of pilotage inward—  |          |          |
| British steamers .....            | 431 17   |          |
| do sailing vessels.....           | 1,331 79 |          |
| Foreign steamers.....             | 71 67    |          |
| do sailing vessels.....           | 2,369 36 | 4,203 99 |
| Total amount of pilotage outward— |          |          |
| British steamers .....            | 301 50   |          |
| do sailing vessels.....           | 1,349 00 |          |
| Foreign steamers.....             | 51 00    |          |
| do sailing vessels.....           | 3,006 33 | 4,707 83 |
| Total amount of removals—         |          |          |
| British steamers .....            | 24 00    |          |
| do sailing vessels.....           | 81 50    |          |
| Foreign steamers.....             |          |          |
| do sailing vessels.....           | 368 00   | 473 50   |
| Total amount for extra services—  |          |          |
| British steamers .....            |          |          |
| do sailing vessels.....           | 32 00    |          |
| Foreign steamers.....             |          |          |
| do sailing vessels.....           | 4 00     | 36 00    |

PILOTAGE returns for the Pilotage District of Miramichi, N.B., for the year ended 31st December, 1891—*Concluded.*

| No. | Names of Pilots.        | Age. | For what Service. | Remarks.                         |
|-----|-------------------------|------|-------------------|----------------------------------|
| 2   | Louis Jimmo.....        | 37   | Full license..... |                                  |
| 4   | Angus McEachran.....    | 72   | do .....          |                                  |
| 5   | Mitchell Martin.....    | 62   | do .....          |                                  |
| 6   | Francis Martin.....     | 57   | do .....          |                                  |
| 7   | Maxime Martin.....      | 46   | do .....          |                                  |
| 9   | Angus McLean.....       | 58   | do .....          |                                  |
| 10  | Alexander Wilson.....   | 45   | do .....          |                                  |
| 11  | Robert J. Walls.....    | 40   | do .....          |                                  |
| 12  | George Savoy.....       | 47   | do .....          |                                  |
| 13  | Reuben Nowlan.....      | 47   | do .....          |                                  |
| 14  | John McEachran.....     | 41   | do .....          |                                  |
| 15  | Charles McLean.....     | 52   | do .....          |                                  |
| 20  | Oliver Foster.....      | 50   | do .....          |                                  |
| 22  | William Walls, sen..... | 37   | do .....          |                                  |
| 23  | William Tait.....       | 68   | do .....          | Pilot master.                    |
| 26  | John McCullam.....      | 39   | do .....          |                                  |
| 27  | James Nowlan.....       | 40   | do .....          |                                  |
| 28  | Dudley P. Walls.....    | 45   | do .....          |                                  |
| 29  | George Sutton.....      | 40   | do .....          |                                  |
| 30  | James A. Nowlan.....    | 36   | do .....          |                                  |
| 31  | George T. Tait.....     | 34   | do .....          | Leave of absence given for 1891. |
| 32  | Joseph Jimmo.....       | 36   | do .....          |                                  |
| 33  | James McCullam.....     | 47   | do .....          |                                  |
| 34  | Allan McEachran.....    | 32   | do .....          |                                  |
| 35  | John Martin.....        | 32   | do .....          |                                  |
| 36  | Asa Walls.....          | 32   | do .....          |                                  |
| 37  | William Walls, jun..... | 34   | do .....          |                                  |
| 38  | John Nowlan.....        | 35   | do .....          |                                  |
| 39  | Patrick Nowlan.....     | 32   | do .....          |                                  |

LIST of Pilot Boats licensed.

| No. | Names of Boats.      | Tonnage. | Captains.            | When First Licensed. | When Last Licensed. |
|-----|----------------------|----------|----------------------|----------------------|---------------------|
| 11  | May Queen.....       | 22·50    | Angus McLean.....    | May, 1878.....       | May, 1891.          |
| 13  | Two Brothers.....    | 25       | John McCullam.....   | do 1878.....         | do 1891.            |
| 14  | Empress.....         | 25·57    | Patrick Nowlan.....  | do 1878.....         | do 1891.            |
| 15  | Princess Louise..... | 20·85    | Robert J. Walls..... | do 1879.....         | do 1891.            |

STATEMENT showing the yearly expenditure by the Pilots on account of the Pilot Schooners during the past five years.

| No. | Names of Schooners.  | 1887.    | 1888.    | 1889.    | 1890.    | 1891.    |
|-----|----------------------|----------|----------|----------|----------|----------|
| 11  | May Queen.....       | 354 59   | 463 35   | 420 64   | 375 13   | 379 71   |
| 13  | Two Brothers.....    | 454 77   | 474 36   | 504 90   | 423 60   | 432 39   |
| 14  | Empress.....         | 356 08   | 379 71   | 434 38   | 465 93   | 473 48   |
| 15  | Princess Louise..... | 263 12   | 334 00   | 370 47   | 321 27   | 346 33   |
|     | Totals.....          | 1,428 56 | 1,651 42 | 1,730 39 | 1,585 93 | 1,631 91 |

R. R. CALL,  
Secy.-Treasurer.

**APPENDIX No. 11.**

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**REPORT OF THE PILOTAGE AUTHORITY OF BATHURST, N.B., FOR  
THE CALENDAR YEAR ENDED 31st DECEMBER, 1891.**

Owing to the absence of the commissioners no meeting was held at which the report could be submitted.

EDWARD HICKSON,  
*Secretary.*

## APPENDIX No. 12.

REPORT OF THE PILOTAGE AUTHORITY OF NANAIMO, B.C., FOR THE  
CALENDAR YEAR ENDED 31st DECEMBER, 1891.

NANAIMO, 5th January, 1892.

The Honourable

The Minister of Marine and Fisheries.

SIR,—Accompanying, find pilotage returns of the Nanaimo Pilotage Authority for the year ending 31st December, A.D. 1891, in accordance with the Pilotage Act, 1886.

I am, Sir,

Your obedient servant,

C. C. McKENZIE,

*Acting Secretary.*

## PILOTAGE Returns—(a &amp; b) Names and ages of Pilots, &amp;c.

| Name.                      | Ages. | Service.      | Remarks.                           |
|----------------------------|-------|---------------|------------------------------------|
| John Sabiston, sen.....    | 65    | Harbour ....  |                                    |
| John Sabiston, jun.....    | 38    | District .... |                                    |
| Daniel Morrison.....       | 51    | do .....      |                                    |
| James Peter Bendrodt ..... | 31    | do .....      |                                    |
| Jas. Christensen.....      | 50    | do .....      | Under suspension for 3 months..... |

## (c). Rates of pilotage dues, &amp;c. :—

|                          |                |
|--------------------------|----------------|
| Half pilotage.....       | \$ 1 per foot. |
| Full do .....            | 2 do           |
| Gulf do .....            | 10 per diem.   |
| Alaska mail steamer..... | 40 per month.  |

## (d). Total amount received for pilotage dues, distinguishing amounts from British ships and from foreign ships :—

|                                       |             |
|---------------------------------------|-------------|
| Pilotage dues from British ships..... | \$ 4,892 00 |
| do foreign do .....                   | 18,244 00   |

Total pilotage dues.....\$23,136 00

## (e). Receipts and expenditure :—

## RECEIPTS.

|   |                    |
|---|--------------------|
| Balance from 1890.....                    | \$ 1,158 26        |
| Pilotage dues to 31st December, 1891..... | 23,136 00          |
| Pilot license.....                        | 50 00              |
|   | <u>\$24,344 26</u> |

## EXPENDITURE.

|                               |                   |
|-------------------------------|-------------------|
| Paid Pilot Sabiston, sen..... | \$ 4,454 88       |
| Sabiston, jun.....            | 4,454 88          |
| Morrison .....                | 4,454 88          |
| Bendrodt .....                | 4,454 88          |
| Christensen .....             | 3,588 86          |
| Commissioners .....           | 460 00            |
| Treasurer .....               | 165 00            |
| Secretary .....               | 165 00            |
| Rent.....                     | 120 00            |
| Incidental expenses.....      | 84 85             |
|                               | <hr/> \$22,403 23 |
| Balance for 1892.....         | <hr/> \$ 1,941 03 |

E. QUESNELL,

*Chairman.*

C. C. MCKENZIE,

*Acting Secretary*

NANAIMO, 5th January, 1892.

### APPENDIX No. 13.

#### REPORT OF THE YALE AND NEW WESTMINSTER PILOTAGE AUTHORITY, FOR THE YEAR ENDED 31st DECEMBER, 1891.

VICTORIA, B.C., 9th January, 1892.

The Honourable

The Minister of Marine and Fisheries,  
Ottawa.

SIR,—I have the honour to enclose accounts and statements, balance sheets, etc., for the year ending 31st December, 1891, *re* the Yale and New Westminster Pilotage Authority.

You will notice a new item under head of disbursements, (*i.e.*) pilotage expense ; this is incurred in the following way :—

All pilotage earned is now handed into office.

(1.) 10 per cent of whole is deducted for office expenses.

(2.) Expenses of maintaining pilot service is paid, (*i.e.*) master of sloop's salary, crew of sloop's salary, their maintenance, etc.

(3.) If any surplus is over it is divided amongst pilots at end of every quarter.

Under old system pilots all paid and maintained their own sloops, and made what they could individually.

I have the honour to be, sir,

Your obedient servant,

C. GORDON JOHNSON,

*Secretary New Westminster and Yale Pilotage Authority.*

#### STATEMENT OF RECEIPTS AND DISBURSEMENTS FOR YEAR ENDING 31ST DECEMBER, 1891.

##### *Receipts.*

|                                  |                    |
|----------------------------------|--------------------|
| Balance in bank .....            |                    |
| Pilotage earnings for year ..... | \$ 10,969 00       |
| Licenses .....                   |                    |
| Fines .....                      | 100 00             |
|                                  | <u>\$11,069 00</u> |

##### *Expenditure.*

|                       |                  |
|-----------------------|------------------|
| Paid pilots .....     | \$ 7,335 21      |
| Expense accounts—     |                  |
| Office .....          | \$ 887 61        |
| Pilotage .....        | 2,061 79         |
|                       | <u>2,949 40</u>  |
| Balance in bank ..... | 784 39           |
|                       | <u>\$ 11,069</u> |

*Balance Sheet for 1891.*

|   |                    |
|---|--------------------|
| Reserve fund.....   | \$ 1,027 00        |
| Interest to 31st December, 1891.....                            | 37 94              |
| Commission account.....   | 1,096 90           |
| Fines.....  | 100 00             |
| Surplus earnings for quarter ending 31st<br>December, 1891..... | 475 10             |
|   | <u>\$ 2,736 94</u> |
| Expense account.....  | \$ 887 61          |
| Bank balance, special deposit.....                              | 1,064 94           |
| do current account.....   | 784 39             |
|   | <u>\$ 2,736 94</u> |

*For 1891.*

| No. of License. | Name of Pilot.          | Age. | Service.   | Remarks.      |
|-----------------|-------------------------|------|--|---------------|
| 1               | Donald Urquhart.....    | 43   | } Licensed to pilot vessels of any size or<br>description within limits of district. | On sick list. |
| 2               | Wm. Ettershank..        | 48   |  | Active.       |
| 3               | Thos. Bebbington..      | 45   |  | do            |
| 4               | Geo. W. Robertson. .... | 40   |  | On sick list. |

Pilotage dues now in force are the same as approved by Order in Council, 20th September, 1890.

*Pilotage collected.*

|   |                    |
|---|--------------------|
| 64 British vessels, inwards, 91,052 tons..... | \$ 2,539 00        |
| 90 Foreign do do 84,758 do .....              | 2,687 50           |
| 62 British do outwards, 82,213 do .....       | 2,552 50           |
| 91 Foreign do do 82,193 do .....              | 3,190 00           |
|   | <u>\$10,969 00</u> |

C. GORDON JOHNSON,

*Secretary Yale and New Westminster Pilotage Authority.*

VANCOUVER, B.C., 5th January, 1892.



## APPENDIX No. 14.

### REPORT OF THE PILOTAGE AUTHORITY OF VICTORIA, B.C., FOR THE YEAR ENDED 31st DECEMBER, 1891.

VICTORIA, B.C., 6th January, 1892.

SIR,—I have the honour to transmit herewith the pilotage returns for the pilotage district of Victoria and Esquimalt, in the province of British Columbia, for the year ending 31st December, 1891, as called for in section 24, chap. 54 of the Act 36 Victoria, and hope the same will reach you in season to be embodied in usual supplement to your annual report, a copy of which I should appreciate when printed and issued.

I have the honour to be, sir,

Your most obedient servant,

EDGAR CROW BAKER,

*Secretary-Treasurer Pilotage Authority.*

WILLIAM SMITH, Esq.,  
Deputy Minister of Marine,  
Ottawa.

PILOTAGE returns, Victoria and Esquimalt Pilotage District, B.C., 1st January to 31st December, 1891.

#### LICENSED PILOTS.

| No. | Name.             | Age. | Date of Issue.      | Seniority.        | Remarks.  |
|-----|-------------------|------|---------------------|-------------------|---|
| 1   | James McIntosh... | 63   | 23rd April, 1880... | 9th Jan., 1873... | Died 10th February, 1891.                               |
| 2   | John Thompson...  | 42   | 23rd April, 1880... | 4th Dec., 1878... | Originally a British Columbia pilot.                    |
| 3   | James Ramsey....  | 61   | 21st Oct., 1889.... | 9th June, 1889... | do do   |
| 4   | William Meyer.... | 41   | 6th May, 1890....   | 6th May, 1890...  | Resigned to command str. "Danube,"<br>14th March, 1891. |
| 5   | Sam. W. Bucknam   | 41   | 6th March, 1891...  | 6th March, 1891.  | Victoria and Esquimalt district.                        |
| 6   | John Newby . . .  | 42   | 10th April, 1891... | 10th April, 1891. | do do   |

N.B.—The foregoing is a list of licensed pilots, who are the only ones who have prosecuted such calling in the above-named district.

There are no masters and mates acting under license from this pilotage authority, all the certificates previously granted having expired by efflux of time.

Clauses I, II, III, page 213 supplement to 19th annual report, with reductions on pages 200 and 201 (supplement to 21st annual report) apply to this year also.

Same Acts and parts of Acts as last year apply to 1891, and list of exempted vessels and Puget Sound rates remain the same.

Dr.

RECEIPTS AND EXPENDITURE, 1st January to 31st December, 1891.

Cr.

| Date.             | Nature of Receipt.   | Amount.   | Date.             | Head of Service.                                      | Amount.   |
|-------------------|--|-----------|-------------------|---|-----------|
| 1891.             |  | \$ cts.   | 1891.             |   | \$ cts.   |
| Jan. 1 to Dec. 31 | To Balance from last year.....   | 441 01    | Jan. 1 to Dec. 31 | By B. C. Pilots' Division, Puget Sound, surplus ..... | 441 01    |
| do 1 do 31        | Pilotage dues under Clause IV.....                                     | 12,054 75 | do 1 do 31        | do earnings as per receipts .....                     | 10,849 27 |
| do 1 do 31        | American tugs, $\frac{1}{2}$ pilotage, outwards, as per cash-book..... | 46 56     | do 1 do 31        | Fees to commissioners, 12 months.....                 | 300 00    |
| do 1 do 31        | Str. "Olympian," $\frac{1}{2}$ pilotage, outwards, 5 trips.....        | 52 50     | do 1 do 31        | Board of Examiners, examination fees .....            | 40 00     |
| do 1 do 31        | Certificate fees, Puget Sound steamers.....                            | 700 00    | do 1 do 31        | Office expenses : rent, fuel, light, &c.....          | 345 55    |
| do 1 do 31        | Examination fees, 2 in number.....                                     | 40 00     | do 1 do 31        | Secretary-treasurer, 12 months' salary.....           | 600 00    |
| do 1 do 31        | License fees, 1 in number.....   | 25 00     | do 1 do 31        | Balance at credit of pilotage authority .....         | 783 93    |
|                   |  | 13,359 76 |                   |   | 13,359 76 |

Approved and certified correct,  
R. P. RITHET,  
ROBERT WARD,  
THOS. B. HALL. } Commissioners.

EDGAR CROW BAKER,  
Secretary-Treasurer.

## PILOTAGE Dues Collected, 1st January to 31st December, 1891.

| Month.         | British. | Foreign. | Total.    | Remarks.   |
|----------------|----------|----------|-----------|--|
|                | \$ cts.  | \$ cts.  | \$ cts.   |  |
| January.....   | 141 00   | 586 75   | 727 75    | N.B.— The total, \$12,054.75, does not include a sum of \$752.50 collected from the Puget Sound steamers, or \$46.50 collected from various American tugs for half pilotage, outwards. |
| February.....  | 229 85   | 669 00   | 898 85    |  |
| March.....     | 116 50   | 691 00   | 807 50    |  |
| April.....     | 249 50   | 692 50   | 942 00    |  |
| May.....       | 266 35   | 750 10   | 1,016 45  |  |
| June.....      | 536 35   | 782 75   | 1,319 10  |  |
| July.....      | 345 60   | 852 50   | 1,198 10  |  |
| August.....    | 383 75   | 841 25   | 1,225 00  |  |
| September..... | 266 00   | 690 00   | 956 00    |  |
| October.....   | 320 60   | 743 25   | 1,063 85  |  |
| November.....  | 492 00   | 637 50   | 1,129 50  |  |
| December.....  | 219 75   | 550 90   | 770 65    |  |
|                | 3,567 25 | 8,487 50 | 12,054 75 |  |

## APPENDIX No. 15.

STEAM Vessels inspected for the year ended 31st December, 1891

WEST ONTARIO DIVISION.

| Name of Vessel.       | Number of Passengers allowed. | Date Certificate expires. | Gross Tons. | Tonnage Dues and Inspection Fees paid. | Remarks.            |
|-----------------------|-------------------------------|---------------------------|-------------|--|---------------------|
|                       |                               | 1892.                     |             | \$ cts.                                |                     |
| Alberta.....          | 500                           | Mar. 20.....              | 2,282       | 190 56                                 | Screw, passenger.   |
| Athabasca .....       | 500                           | do 21 .....               | 2,269       | 189 52                                 | do do               |
| Minnie Kidd.....      | 64                            | April 1. ....             | 18          | 6 44                                   | do passenger ferry. |
| Dolphin.....          |                               | do 2.....                 | 13          | 6 04                                   | do tug.             |
| Lewis Shickluna.....  |                               | do 3 .....                | 16          | 6 28                                   | do do               |
| John Hunter .....     |                               | do 4.....                 | 32          | 7 56                                   | do dredge tug.      |
| Arlington.....        | 100                           | do 4 .....                | 23          | 6 84                                   | do passenger ferry. |
| Manitoba.....         | 500                           | do 7 .....                | 2,616       | 217 28                                 | do passenger.       |
| Rosedale.....         |                               | do 8.....                 | 1,507       | 125 56                                 | do freight.         |
| Heather Bell.....     |                               | do 9 .....                | 20          | 6 60                                   | do fishing tug.     |
| City of Midland ..... | 400                           | do 13.....                | 748         | 57 84                                  | do passenger.       |
| G. P. McIntosh.....   |                               | do 14 .....               | 58          | 9 04                                   | do fishing tug.     |
| Fred. A. Hodgson..... |                               | do 13.....                | 63          | 10 04                                  | do tug.             |
| Bob. Foote.....       |                               | do 14 .....               | 40          | 8 20                                   | do fishing tug.     |
| Ethel.....            |                               | do 14 .....               | 13          | 6 04                                   | do do               |
| Welcome.....          |                               | do 14.....                | 21          | 6 68                                   | do do               |
| Grace Darling .....   |                               | do 14.....                | 28          | 7 24                                   | do do               |
| Manitou.....          | 300                           | do 15.....                | 497         | 47 76                                  | Paddle, passenger.  |
| Anderson.....         |                               | do 15.....                | 16          | 6 28                                   | Screw, fishing tug. |
| Rover.....            |                               | do 15.....                | 51          | 9 00                                   | do do               |
| Garnet.....           |                               | do 15 .....               | 19          | 6 52                                   | do do               |
| Alert.....            |                               | do 17.....                | 47          | 8 76                                   | do tug.             |
| W. A. Rooth.....      |                               | do 17.....                | 52          | 9 16                                   | do do               |
| Maggie.....           |                               | do 18.....                | 37          | 7 96                                   | do do               |
| Inez.....             |                               | do 18.....                | 59          | 9 72                                   | do do               |

STEAM Vessels Inspected, &c.—West Ontario Division—*Continued.*

| Name of Vessel.       | Number<br>of<br>Passengers<br>allowed. | Date<br>Certificate<br>expires. | Gross<br>Tons. | Tonnage<br>Dues<br>and Inspec-<br>tion<br>Fees paid. | Remarks.                         |
|-----------------------|--|---------------------------------|----------------|--|----------------------------------|
|                       |  | 1892.                           |                | \$ cts.  |                                  |
| Erin.....             |  | April 17.....                   | 512            | 45 96  | Screw, freight.                  |
| Hector.....           |  | do 17.....                      | 43             | 8 44   | do tug.                          |
| Jane Armstrong.....   |  | do 18.....                      | 45             | 8 52   | do do                            |
| Clinton.....          |  | do 17.....                      | 430            | 39 40  | do freight.                      |
| S. Neelon.....        |  | do 20.....                      | 46             | 8 68   | do tug.                          |
| Wales.....            |  | do 17.....                      | 350            | 33 00  | do \ freight.                    |
| Sir S. L. Tilley..... | 10                                     | do 20.....                      | 1,178          | 102 24   | do passenger and<br>freight.     |
| Celtic.....           | 60                                     | do 23.....                      | 698            | 63 84  | do do                            |
| Lake Michigan.....    |  | do 23.....                      | 573            | 50 84  | do freight.                      |
| Macassa.....          | 539                                    | do 23.....                      | 459            | 44 72  | Twin screw, passenger.           |
| Canada.....           | 30                                     | do 23.....                      | 644            | 59 52  | Screw, passenger and<br>freight. |
| Northern Belle.....   | 250                                    | do 14.....                      | 322            | 49 04  | do passenger.                    |
| Atlantic.....         | 318                                    | do 14.....                      | 683            | 62 64  | do do                            |
| Baltic.....           | 307                                    | do 14.....                      | 1,324          | 113 92   | Paddle, passenger.               |
| Favourite.....        | 333                                    | do 24.....                      | 491            | 47 28  | Screw, passenger.                |
| Hiawatha.....         |  | do 24.....                      | 39             | 8 12   | do tug.                          |
| Pacific.....          | 310                                    | do 14.....                      | 918            | 81 44  | do passenger.                    |
| Lothair.....          |  | do 22.....                      | 413            | 37 96  | do freight.                      |
| Saginaw.....          |  | May 1.....                      | 357            | 33 56  | do wrecking tug.                 |
| Lurline.....          |  | do 1.....                       | 66             | 10 28  | do pleasure yacht.               |
| City of Dresden.....  | 40                                     | do 2.....                       | 194            | 23 52  | do passenger and<br>freight.     |
| Willie Scagel.....    |  | do 2.....                       | 22             | 6 76   | do tug.                          |
| Esperanza.....        |  | do 4.....                       | 17             | 6 36   | do pleasure yacht.               |
| Chicora.....          | 872                                    | do 5.....                       | 931            | 82 48  | Paddle, passenger.               |
| Kathleen.....         | 183                                    | do 4.....                       | 391            | 39 28  | Screw, passenger and<br>freight. |
| United Empire.....    | 396                                    | do 6.....                       | 1,961          | 164 88   | do passenger.                    |
| Sovereign.....        |  | do 6.....                       | 613            | 54 04  | do freight.                      |
| St. Magnus.....       | 25                                     | do 8.....                       | 853            | 76 24  | do passenger and<br>freight.     |
| Union.....            | 130                                    | do 8.....                       | 267            | 29 36  | Paddle, passenger, ferry         |
| Prowett Beyer.....    |  | do 9.....                       | 10             | 11 60  | Screw, fishing tug.              |
| Modjeska.....         | 720                                    | do 13.....                      | 455            | 44 40  | Twin screw, passenger.           |
| Mazeppa.....          | 300                                    | do 12.....                      | 146            | 19 65  | Screw, passenger.                |

STEAM Vessels inspected, &c.—West Ontario Division—*Continued.*

| Name of Vessel.          | Number of Passengers allowed. | Date Certificate expires. | Gross Tons. | Tonnage Dues and Inspection Fees paid. | Remarks.                     |
|--------------------------|-------------------------------|---------------------------|-------------|--|------------------------------|
|                          |                               | 1892.                     |             | \$ cts.                                |                              |
| Abeona.....              |                               | May 13.....               | 46          | 8 68                                   | Screw, pleasure yacht.       |
| Cibola.....              | 1,176                         | do 11.....                | 961         | 84 88                                  | Paddle, passenger.           |
| Mascott.....             | 128                           | do 15.....                | 49          | 8 92                                   | Screw, passenger.            |
| John Hanlan.....         | 172                           | do 15.....                | 37          | 7 96                                   | do do                        |
| Sadie.....               | 377                           | do 15.....                | 154         | 20 32                                  | Paddle, passenger.           |
| Glenrosa.....            | 40                            | do 12.....                | 63          | 10 04                                  | Screw, passenger.            |
| Wenona.....              | 100                           | do 12.....                | 161         | 20 88                                  | Paddle and screw, passenger. |
| Emulator.....            |                               | do 19.....                | 25          | 7 00                                   | Screw, tug.                  |
| Viola.....               |                               | do 26.....                | 68          | 10 44                                  | do pleasure yacht.           |
| C. H. Merritt.....       | 340                           | do 20.....                | 122         | 17 68                                  | do passenger.                |
| Canadian.....            | 340                           | do 21.....                | 231         | 26 48                                  | Paddle, passenger.           |
| Mayflower.....           | 900                           | do 21.....                | 189         | 23 12                                  | do                           |
| Primrose.....            | 900                           | do 21.....                | 189         | 23 12                                  | do                           |
| Truant.....              | 100                           | do 21.....                | 23          | 6 84                                   | Screw, passenger.            |
| Island Queen.....        | 100                           | do 21.....                | 23          | 6 84                                   | do                           |
| Jessie L. McEdwards..... | 116                           | do 21.....                | 21          | 6 28                                   | do                           |
| Gertrude.....            | 163                           | do 21.....                | 76          | 11 08                                  | do                           |
| Kathleen.....            | 200                           | do 21.....                | 110         | 16 80                                  | do                           |
| W. M. Alderson.....      | 200                           | do 22.....                | 122         | 17 68                                  | Twin screw, passenger.       |
| Mocking Bird.....        | 46                            | Oct. 15.....              | 38          | 8 04                                   | Screw, passenger.            |
| Shawanaga.....           |                               | May 23.....               | 96          | 12 66                                  | Screw, tug.                  |
| Agnes.....               |                               | do 26.....                | 23          | 6 84                                   | do                           |
| Maud L.....              |                               | do 27.....                | 14          | 6 20                                   | do                           |
| A. W. Crawford.....      |                               | do 27.....                | 51          | 9 16                                   | do                           |
| J. H. Jones.....         |                               | do 28.....                | 208         | 21 72                                  | Screw, fishing.              |
| Mary Arnott.....         | Not                           | certificated ..           | 8           | 5 64                                   | do tug.                      |
| P. Cress.....            |                               | May 28.....               | 63          | 10 04                                  | do freight.                  |
| Phoenix.....             |                               | do 29.....                | 37          | 7 96                                   | do tug.                      |
| Spray.....               |                               | do 29.....                | 15          | 6 20                                   | do tug.                      |
| Orillia.....             | 234                           | June 5.....               | 135         | 18 80                                  | do passenger.                |
| Southwood.....           | 40                            | do 5.....                 | 19          | 6 62                                   | do do                        |
| Longford.....            | 40                            | do 5.....                 | 53          | 9 24                                   | do do                        |

STEAM Vessels inspected, &c.—West Ontario Division—*Continued.*

| Name of Vessel.       | Number of Passengers allowed. | Date Certificate expires. | Gross Tons. | Tonnage Dues and Inspection Fees paid. | Remarks.               |
|-----------------------|-------------------------------|---------------------------|-------------|--|------------------------|
|                       |                               | 1892.                     |             | \$ cts.                                |                        |
| Gypsy.....            |                               | June 6 .....              | 20          | 6 60                                   | Screw, pleasure yacht. |
| Comet.....            |                               | do 6 .....                | 20          | 6 60                                   | do tug.                |
| Imperial.....         | 200                           | do 9 .....                | 245         | 27 60                                  | do passenger.          |
| Muskoka.....          | 40                            | do 15 .....               | 99          | 12 92                                  | do do                  |
| Nipissing. ....       | 343                           | do 15 .....               | 275         | 30 00                                  | Paddle, passenger.     |
| Oriole.....           | 40                            | do 15 .....               | 75          | 11 00                                  | Screw, passenger.      |
| Dauntless.....        |                               | do 16 .....               | 8           | 5 64                                   | do tug.                |
| Rosseau .....         |                               | do 16 .....               | 53          | 9 24                                   | do tug.                |
| Bertha May .....      |                               | do 16 .....               | 20          | 6 60                                   | do tug.                |
| Kenozha.....          | 200                           | do 17 .....               | 191         | 23 28                                  | do passenger.          |
| Lake Joseph.....      |                               | do 17 .....               | 28          | 7 24                                   | do tug.                |
| Edith May .....       |                               | do 17 .....               | 45          | 8 60                                   | do freight.            |
| Mink.....             | 40                            | do 17 .....               | 13          | 6 04                                   | do passenger.          |
| Jennie Wilson.....    |                               | do 18 .....               | 7           | 5 56                                   | do tug.                |
| Ontario.....          |                               | do 18 .....               | 11          | 5 88                                   | do tug.                |
| Sunbeam.....          |                               | do 18 .....               | 4           | 15 96                                  | do pleasure yacht.     |
| Onagonah .....        | 25                            | do 18 .....               | 19          | 6 52                                   | do passenger.          |
| Kate Murray.....      |                               | do 19 .....               | 3           | 10 48                                  | do tug.                |
| Naiad.....            |                               | do 19 .....               | 29          | 7 32                                   | do pleasure yacht.     |
| Eurydice.....         | 554                           | do 22 .....               | 590         | 55 20                                  | Paddle, passenger.     |
| Mary A. Laughlin..... |                               | do 23 .....               | 23          | 6 84                                   | Screw, tug.            |
| Equal Rights.....     |                               | do 24 .....               | 6           | 5 46                                   | do tug.                |
| Bruce.....            |                               | do 25 .....               | 16          | 6 28                                   | do tug.                |
| Mabel .....           |                               | do 25 .....               | 11          | 5 88                                   | do tug.                |
| Minnehaha.....        |                               | do 26 .....               | 32          | 7 56                                   | do tug.                |
| Eagle.....            | 14                            | do 26 .....               | 12          | 5 96                                   | do passenger.          |
| Ostella.....          | Not                           | registered.               |             |  |                        |
| Alford Morrell.....   |                               | June 26 .....             | 40          | 8 76                                   | do tug.                |
| Chieftain.....        | Not                           | certificated ..           | 40          | 8 20                                   | do passenger.          |
| Couchiching.....      | do                            | do ..                     | 105         | 13 40                                  | do tug.                |
| Rambler.....          | do                            | do ..                     | 14          | 6 12                                   | Twin screw, tug.       |
| Brothers.....         |                               | July 15 .....             | 18          | 19 20                                  | Screw, fishing tug.    |

STEAM Vessels Inspected, &c.—West Ontario Division—*Continued.*

| Name of Vessel.      | Number of Passengers allowed. | Date Certificate expires. | Gross Tons. | Tonnage Dues and Inspection Fees paid. | Remarks.               |
|----------------------|-------------------------------|---------------------------|-------------|--|------------------------|
|                      |                               | 1892.                     |             | \$ cts.                                |                        |
| Kakabeka .....       |                               | July 15.....              | 113         | 17 04                                  | Screw, freight.        |
| Three Friends .....  |                               | do 16.....                | 97          | 12 84                                  | do fishing tug.        |
| Salty Jack.....      |                               | do 16.....                | 45          | 8 60                                   | do tug.                |
| Mary Ann.....        |                               | do 17.....                | 86          | 11 96                                  | do tug.                |
| Kate Marks.....      |                               | do 17.....                | 54          | 9 32                                   | do do                  |
| Minota.....          | Not                           | registered.....           |             |  | do do                  |
| R. Kendrick.....     | 40                            | July 27.....              | 15          | 6 20                                   | do passenger.          |
| Enterprise.....      | 40                            | Nov. 30.....              | 148         | 19 84                                  | Twin screw, passenger. |
| Siesta.....          |                               | July 27.....              | 3           | 5 24                                   | Screw, pleasure yacht. |
| Sea Flower.....      |                               | do 28.....                | 7           | 5 56                                   | do do                  |
| Lillie.....          | Not                           | certificated...           | 50          | 9 00                                   | Screw, passenger.      |
| Queen.....           | 20                            | July 29.....              | 7           | 5 56                                   | do do                  |
| Minota.....          |                               | do 29.....                | 29          | 7 32                                   | Pleasure yacht.        |
| Camilla.....         |                               |                           | 54          |  | do do                  |
| Rival.....           |                               | Aug. 6.....               | 125         | 15 00                                  | Paddle, tug.           |
| Meteor.....          |                               | do 6.....                 | 337         | 34 96                                  | do freight.            |
| Ann Long.....        |                               | do 6.....                 | 45          | 8 60                                   | Screw, tug.            |
| Houghton.....        |                               | do 7.....                 | 49          | 8 92                                   | Twin screw, tug.       |
| Vixen.....           |                               | do 7.....                 | 68          | 10 44                                  | Screw, tug.            |
| Delight.....         |                               | do 7.....                 | 26          | 7 08                                   | do do                  |
| W. J. Aikens.....    |                               | do 10.....                | 42          | 8 36                                   | do do                  |
| Hattie Vinton.....   |                               | do 10.....                | 55          | 9 40                                   | do do                  |
| Bertha Endress.....  |                               | do 10.....                | 32          | 7 56                                   | do do                  |
| Edgar P. Sawyer..... |                               | do 11.....                | 52          | 9 08                                   | do do                  |
| Othello.....         |                               | do 11.....                | 8           | 12 40                                  | do fishing tug.        |
| Annie Clark.....     |                               | do 12.....                | 51          | 9 08                                   | do do                  |
| Clara Hickler.....   |                               | do 12.....                | 42          | 8 36                                   | do tug.                |
| W. L. Davis.....     |                               | do 13.....                | 46          | 8 68                                   | do do                  |
| Fred Davidson.....   |                               | do 25.....                | 43          | 8 46                                   | do do                  |
| Home Rule.....       |                               | do 25.....                | 3           | 5 26                                   | do do                  |
| Maud.....            | 29                            | do 25.....                | 18          | 6 44                                   | do passenger.          |
| Thomas.....          |                               | do 26.....                | 76          | 11 08                                  | do freight.            |



STEAM Vessels Inspected, &c.—West Ontario Division—*Continued.*

| Name of Vessel.       | Number of Passengers allowed. | Date Certificate expires. | Gross Tons. | Tonnage Dues and Inspection Fees paid. | Remarks.                      |
|-----------------------|-------------------------------|---------------------------|-------------|--|-------------------------------|
|                       |                               | 1892.                     |             | \$ cts.                                |                               |
| Adrelexa.....         |                               | Aug. 26.....              | 15          | 6 20                                   | Screw, pleasure yacht.        |
| Severn.....           |                               | do 26.....                | 44          | 8 52                                   | do tug.                       |
| Waubashene.....       |                               | do 27.....                | 97          | 12 76                                  | do tug.                       |
| May Flower.....       |                               | do 27.....                | 14          | 6 12                                   | do do                         |
| John William.....     |                               | do 27.....                | 14          | 6 12                                   | do do                         |
| Eva Belle.....        |                               | do 27. ..                 | 10          | 5 80                                   | do fishing tug.               |
| Severn Belle.....     |                               | do 27.....                | 8           | 5 64                                   | do tug.                       |
| H. L. Lovering.....   |                               | do 28.....                | 55          | 9 40                                   | do do                         |
| Tender.....           | 22                            | do 28.....                | 31          | 7 40                                   | do passenger.                 |
| Pocahontas.....       |                               | do 29.....                | 32          | 7 56                                   | Paddle, tug.                  |
| Lansdowne.....        | 300                           | do 29... .                | 1,571       | 133 68                                 | do Ry. car ferry.             |
| Great Western.....    | 300                           | do 29.....                | 1,080       | 94 40                                  | do do                         |
| International.....    |                               | Sept. 16.....             | 82          | 11 56                                  | Screw, tug.                   |
| Monarch.....          | 332                           | do 18... .                | 2,017       | 169 36                                 | Screw, passenger and freight. |
| Seguin.....           | 20                            | do 28.....                | 818         | 73 44                                  | Screw, passenger and freight. |
| George Douglas.....   |                               | Oct. 6... .               | 42          | 8 36                                   | Screw, tug.                   |
| Fanny Arnold.....     |                               | do 8.....                 | 73          | 10 84                                  | do do                         |
| P. S. Hiesordt.....   |                               | do 8.....                 | 45          | 8 60                                   | do do                         |
| Clara.....            |                               | do 9.....                 | 12          | 5 96                                   | do fishing tug.               |
| Starlight.....        |                               | do 9.....                 | 16          | 6 28                                   | do tug.                       |
| James Clark.....      |                               | do 10.....                | 48          | 8 84                                   | do fishing tug.               |
| John Harrison.....    |                               | do 10.....                | 44          | 8 52                                   | do tug.                       |
| Frank Reed.....       |                               | do 12.....                | 34          | 7 72                                   | do do                         |
| Uncle Jim.....        |                               | do 12.....                | 11          | 5 96                                   | do do                         |
| P. M. Campbell.....   |                               | do 13.....                | 49          | 8 92                                   | do do                         |
| Yacht Maida.....      | Not                           | certificated...           | 3           | 5 24                                   | do do                         |
| Maggie May.....       |                               | Oct. 14.....              | 46          | 8 68                                   | do do                         |
| James Storey.....     |                               | do 15.....                | 49          | 8 84                                   | do do                         |
| Mary A. Day.....      | Not                           | certificated...           | 45          | 8 60                                   | do fishing tug.               |
| Port Elgin Queen..... |                               | Oct. 23.....              | 37          | 7 56                                   | do do                         |
| Mascot.....           |                               | Nov. 13.....              | 21          | 6 68                                   | do do                         |
| Alpha.....            |                               | do 14.....                | 34          | 7 32                                   | do tug.                       |

STEAM Vessels inspected, &c.—West Ontario Division—*Continued.*

| Name of Vessel.         | Number of Passengers allowed. | Date Certificate expires. | Gross Tons. | Tonnage Dues and Inspection Fees paid. | Remarks.                      |
|-------------------------|-------------------------------|---------------------------|-------------|--|-------------------------------|
|                         |                               | 1892.                     |             | \$ cts.                                |                               |
| Metanora.....           |                               | April 29.....             | 239         | 24 12                                  | Screw, tug.                   |
| Enterprise.....         |                               | do 29.....                | 620         | 54 60                                  | do freight.                   |
| Ocean.....              | 150                           | do 29.....                | 684         | 62 72                                  | do passenger.                 |
| Joe Mac.....            |                               | do 30.....                | 44          | 8 44                                   | do tug.                       |
| Maggie R. Mitchell..... |                               | do 30.....                | 40          | 8 20                                   | do do                         |
| James Norris.....       |                               | do 30 ..                  | 50          | 9 00                                   | do do                         |
| Maggie A. Bennett.....  |                               | May 1..                   | 34          | 7 72                                   | do do                         |
| C. W. Chamberlain.....  |                               | April 30.....             | 385         | 35 80                                  | do freight.                   |
| Resolute.....           |                               | May 4.....                | 139         | 16 12                                  | do tug.                       |
| Superior.....           |                               | do 4.....                 | 89          | 12 12                                  | do do                         |
| Susan C. Doty.....      |                               | do 4....                  | 26          | 7 08                                   | do do                         |
| Dominion.....           |                               | do 6.....                 | 478         | 43 24                                  | do freight.                   |
| Harvey Neelon.....      |                               | do 7.....                 | 65          | 10 12                                  | do tug.                       |
| Ella Taylor.....        |                               | do 7 ..                   | 34          | 7 72                                   | do do                         |
| Home Rule.....          |                               | do 7.....                 | 81          | 11 48                                  | do do                         |
| Electric ..             |                               | do 8 ..                   | 6           | 5 48                                   | do pleasure yacht.            |
| Mizpah ..               | 90                            | do 8.....                 | 18          | 6 44                                   | do passenger.                 |
| Queen of the Isles..... | 100                           | do 8.....                 | 40          | 8 20                                   | do do                         |
| Chicoutimi.....         | 278                           | do 11.....                | 110         | 16 80                                  | Paddle, passenger.            |
| Myles.....              |                               | do 13.....                | 1,211       | 101 88                                 | Screw, freight.               |
| Ongiara.....            | 244                           | do 16.....                | 98          | 12 84                                  | do passenger.                 |
| J. C. Clark.....        | 264                           | do 6.....                 | 145         | 19 60                                  | do passenger ferry.           |
| Kittie Haight.....      |                               | do 19.....                | 60          | 9 80                                   | do tug.                       |
| Despatch.....           |                               | do 19.....                | 33          | 7 64                                   | do do                         |
| Thames.....             | 300                           | do 20.....                | 82          | 11 56                                  | Paddle, passenger.            |
| City of London.....     | 300                           | do 20.....                | 79          | 11 32                                  | do do                         |
| City of Windsor.....    | 80                            | April 22 ..               | 511         | 48 78                                  | Screw, passenger and freight. |
| Maid of the Mist.....   | 80                            | May 22.....               | 62          | 9 96                                   | do passenger.                 |
| Greyhound.....          | 335                           | do 21.....                | 337         | 34 86                                  | do do                         |
| Mary.....               | 75                            | do 25 ..                  | 62          | 9 96                                   | do passenger and tug.         |
| City of Chatham.....    | 553                           | do 26.....                | 341         | 35 28                                  | do passenger.                 |
| Dominion.....           |                               | do 26.....                | 138         | 16 04                                  | do freight.                   |

STEAM Vessels inspected, &c.—West Ontario Division—*Continued.*

| Nnme of Vessel.       | Number<br>of<br>Passengers<br>allowed. | Date<br>Certificate<br>expires. | Gross<br>Tons. | Tonnage<br>Dues<br>and Inspec-<br>tion<br>Fees paid. | Remarks.                              |
|-----------------------|--|---------------------------------|----------------|--|---------------------------------------|
|                       |  | 1892.                           |                | \$ cts.  |                                       |
| Vick .....            |  | May 26 .....                    | 13             | 6 04   | Screw, tug.                           |
| Alfred Wilson .....   |  | do 27 .....                     | 33             | 7 64   | do do                                 |
| Rosamond .....        |  | do 29 .....                     | 23             | 6 84   | do pleasure yacht.                    |
| Carmona .....         | 750                                    | June 1 . . .                    | 980            | 86 40  | Paddle, passenger.                    |
| Campana .....         | 300                                    | do 3 .....                      | 1,679          | 142 32   | Twin screw, passenger<br>and freight. |
| John Milton .....     | 200                                    | May 28 .....                    | 93             | 12 44  | Screw, passenger.                     |
| Ruby .....            | 40                                     | June 4 .....                    | 72             | 10 76  | do do                                 |
| Snowstorm .....       |  |                                 | 17             | 6 36   | do tug.                               |
| Blandina .....        |  | June 11 .....                   | 46             | 8 68   | do pleasure yacht.                    |
| Clark Bros. ....      |  | do 9 .....                      | 5              | 5 40   | do freight.                           |
| Verbena May .....     |  | do 15 .....                     | 5              | 5 40   | do tug.                               |
| Sarah E. Day .....    |  | do 15 .....                     | 5              | 5 32   | do do                                 |
| Clucas .....          |  | do 17 .....                     | 28             | 7 32   | do fish tug.                          |
| A. Chambers .....     |  | do 17 .....                     | 23             | 6 84   | do tug.                               |
| Sea Gull .....        |  | do 17 .....                     | 19             | 6 52   | do do                                 |
| Juno .....            |  | do 17 .....                     | 28             | 7 24   | do do                                 |
| J. W. Steinhoff ..... | 413                                    | do 19 .....                     | 312            | 32 96  | do , passenger.                       |
| Lillie Smith .....    |  | do 23 .....                     | 302            | 29 16  | do fr-eight.                          |
| Jessie .....          |  | do 23 .....                     | 118            | 14 44  | do tug.                               |
| Lottie Maud .....     |  | do 24 .....                     | 10             | 5 80   | do fish tug.                          |
| Kingfisher .....      |  | do 25 .....                     | 14             | 6 12   | do do                                 |
| Conservative .....    |  | do 25 .....                     | 7              | 5 56   | do do                                 |
| Uncle John .....      |  | do 25 .....                     | 7              | 5 56   | do do                                 |
| Nellie May .....      |  | do 25 .....                     | 11             | 5 88   | do do                                 |
| Ida Bell .....        |  | do 25 .....                     | 6              | 5 56   | do do                                 |
| Dan .....             | 80                                     | July 3 .....                    | 56             | 9 48   | do passenger.                         |
| Dixie .....           | 100                                    | do 8 .....                      | 37             | 7 96   | do do                                 |
| Nautilus .....        |  | do 10 .....                     | 9              | 5 72   | do tug.                               |
| Golden City .....     |  | do 27 .....                     | 35             | 7 80   | do do                                 |
| Ada Alice .....       | 64                                     | Nov. 14 .....                   | 15             | 6 20   | do passenger.                         |
| International .....   | 300                                    | June 24 .....                   | 851            | 76 08  | Twin screw, car ferry.                |
| Huron .....           | 300                                    | do 24 .....                     | 1,052          | 92 16  | do do                                 |

STEAM VESSELS inspected, &c.—West Ontario Division—*Continued.*

| Name of Vessel.          | Number of Passengers allowed. | Date Certificate expires. | Gross Tons. | Tonnage Dues and Inspection Fees paid. | Remarks.                    |
|--------------------------|-------------------------------|---------------------------|-------------|--|-----------------------------|
|                          |                               | 1892.                     |             | \$ cts.                                |                             |
| Ontario.....             |                               | July 13..                 | 57          | 9 56                                   | Screw, tug.                 |
| Interocean.....          | 40                            | June 24..                 | 148         | 19 84                                  | do passenger and freight.   |
| Byron Terice.....        | 400                           | July 15..                 | 268         | 29 44                                  | do do                       |
| Ariadne.....             |                               | do 15..                   | 38          | 8 04                                   | do tug.                     |
| Harry Sewell.....        |                               | do 15..                   | 25          | 7 00                                   | do do                       |
| Grace Darling.....       |                               | do 15..                   | 26          | 7 08                                   | do do                       |
| Messenger.....           |                               | do 16..                   | 15          | 6 20                                   | do do                       |
| Arbutus.....             |                               | do 16..                   | 49          | 8 92                                   | do do                       |
| Sea Gull.....            |                               | do 16..                   | 41          | 8 28                                   | do do                       |
| E. Windsor.....          |                               | do 17..                   | 86          | 11 88                                  | do freight.                 |
| La Belle.....            |                               | Not certified..           | 75          | 11 00                                  | do do                       |
| Euna.....                |                               | July 16..                 | 6           | 5 48                                   | do tug.                     |
| Energy.....              |                               | do 17..                   | 116         | 14 28                                  | do freight.                 |
| W. S. Ireland.....       |                               | do 17..                   | 105         | 13 40                                  | do do                       |
| City of Mt. Clemens..... |                               | do 17..                   | 102         | 13 16                                  | do do                       |
| Nina.....                |                               | do 17..                   | 11          | 5 88                                   | do tug.                     |
| Ripple.....              |                               | do 17..                   | 15          | 6 30                                   | do do                       |
| Frankie.....             |                               | do 17..                   | 24          | 6 92                                   | do freight and tug.         |
| Juno.....                |                               | do 18..                   | 210         | 21 80                                  | do freight.                 |
| W. F. McRae.....         |                               | do 18..                   | 46          | 8 68                                   | do tug.                     |
| Charlton.....            |                               | do 20..                   | 261         | 25 88                                  | do do                       |
| Maggie Mason.....        | 40                            | June 26..                 | 56          | 9 46                                   | do passenger.               |
| Ivey Alderson.....       | 87                            | Aug. 4..                  | 39          | 8 04                                   | do do                       |
| Maid of the Mill.....    |                               | do 5..                    | 8           | 5 64                                   | do pleasure yacht.          |
| Zeypher.....             |                               | do 7..                    | 19          | 6 52                                   | do do                       |
| Victoria.....            |                               |                           | 3           | 5 25                                   | do tug.                     |
| City of Stratford.....   |                               |                           | 4           | 5 32                                   | Twin screw, pleasure yacht. |
| Orion.....               |                               | Aug. 11..                 | 591         | 52 28                                  | Screw, freight.             |
| Florence.....            | 13                            | do 20..                   | 8           | 5 64                                   | do passenger.               |
| Mary Louise.....         | 40                            | do 20..                   | 64          | 10 12                                  | do do                       |
| Excelsior.....           | 40                            | do 20..                   | 35          | 7 80                                   | do do                       |
| Erastus Wiman.....       | 34                            | do 20..                   | 54          | 9 32                                   | do do                       |

STEAM VESSELS inspected, &c.—West Ontario Division—*Concluded.*

| Name of Vessel.         | Number of Passengers allowed. | Date Certificate expires. | Gross Tons. | Tonnage Dues and Inspection Fees paid. | Remarks.               |
|-------------------------|-------------------------------|---------------------------|-------------|--|------------------------|
|                         |                               | 1892.                     |             | \$ cts.                                |                        |
| Lady of the Lake.....   |                               | None issued .....         |             |  | Screw, tug.            |
| Northern.....           |                               | Aug. 21.....              | 99          | 12 92                                  | Paddle, tug.           |
| Ethel May.....          |                               | do 22.....                | 4           | 5 32                                   | Screw, pleasure yacht. |
| Gordon Jerry.....       |                               | do 28.....                | 124         | 14 92                                  | do freight.            |
| Marguerite.....         |                               | None issued ..            | 8           | 8 64                                   | do do                  |
| Harold Gauthier.....    |                               | Sept. 3. ....             | 9           | 5 72                                   | do fish tug.           |
| Gordon Gauthier.....    |                               | do 3 .....                | 26          | 7 08                                   | do do                  |
| Walter Scott.....       |                               | do 3.....                 | 26          | 7 08                                   | do do                  |
| Richard S. King.....    |                               | None issued ..            | 58          | 9 64                                   | do tug.                |
| Norcross.....           |                               | Sept. 16.....             | 20          | 6 60                                   | do do                  |
| Maggie McLean.....      |                               | do 16.....                | 37          | 50 72                                  | do do                  |
| Copanoning.....         |                               | do 16 .....               | 18          | 6 44                                   | do do                  |
| Gertrude A. Rennie..... |                               | do 16....                 | 14          | 6 12                                   | do fish tug.           |
| Douglas.....            |                               | do 18.....                | 5           | 5 40                                   | do tug.                |
| Sweet Mary.....         |                               | do 18 .....               | 13          | 6 04                                   | do do                  |
| Saucy Jim.....          |                               | do 22.....                | 93          | 24 88                                  | do do                  |
| Isabella.....           |                               | do 23.....                | 44          | 8 52                                   | do do                  |
| Conqueror.....          |                               | do 23 .....               | 25          | 7 00                                   | do do                  |
| Sonntag.....            |                               | Oct. 1. ....              | 7           | 5 56                                   | do pleasure yacht.     |
| Arcadia.....            |                               | do 6.....                 | 23          | 6 84                                   | do fish tug.           |
| W. H. Siebold.....      |                               | do 6.....                 | 22          | 6 76                                   | do do                  |
| Hiawatha.....           |                               | do 7.....                 | 163         | 20 96                                  | do passenger.          |
| W. M. German.....       |                               | do 9 .....                | 28          | 7 24                                   | do tug.                |
| Owen.....               |                               | do 9 .....                | 103         | 13 24                                  | do freight.            |
| Elgin.....              |                               | do 15.....                | 16          | 6 28                                   | do tug.                |
| Augusta.....            |                               | do 29.....                | 57          | 9 56                                   | do do                  |
| Nellie Bly.....         |                               | do 30 .....               | 6           | 5 48                                   | do fish tug.           |
| Vera.....               |                               | Not certified..           | 14          | 6 04                                   | do passenger.          |
| Rescue.....             |                               | Nov. 26. ....             | 7           | 5 56                                   | do do                  |
|                         |                               |                           | 15,926      | 1,994 44                               |                        |

JOHN DODDS,  
Steamboat Inspector.

## STEAM VESSELS inspected for the year ended 31st December, 1891.

## WEST ONTARIO DIVISION.

| Name of Vessel.       | Number of Passengers allowed. | Date Certificate expires. | Gross Tons. | Tonnage Dues and Inspection Fees paid. | Remarks.                  |
|-----------------------|-------------------------------|---------------------------|-------------|--|---------------------------|
|                       |                               | 1892.                     |             | \$ cts.                                |                           |
| Michigan.....         | 500                           | Feb. 25 ...               | 1,730       | 146 40                                 | Paddle, car ferry.        |
| Ontario .....         | 500                           | March 18....              | 1,615       | 137 20                                 | do do                     |
| Frank Jackman .....   |                               | do 28....                 | 39          | 8 12                                   | Screw, tug.               |
| Acadia.....           | 125                           | do 28....                 | 806         | 72 50                                  | do passenger and freight. |
| Hope .....            | 200                           | Dec. 1891. 1....          | 170         | 21 60                                  | do ferry.                 |
| Telegram.....         | 200                           | 1892. April 2 ...         | 322         | 33 76                                  | do passenger.             |
| United Lumberman..... |                               | do 3....                  | 309         | 36 92                                  | do freight.               |
| Africa.....           |                               | do 1....                  | 482         | 43 56                                  | do do                     |
| Lakeside .....        | 491                           | do 4....                  | 348         | 35 84                                  | do passenger.             |
| Persia.....           | 150                           | do 9....                  | 757         | 68 56                                  | do do                     |
| Tecumseh .....        |                               | do 9....                  | 840         | 72 20                                  | do freight.               |
| W. B. Hall.....       |                               | do 10....                 | 608         | 53 64                                  | do do                     |
| L. Shickluna.....     |                               | do 14....                 | 626         | 55 08                                  | do do                     |
|                       |                               |                           | 8,742       | 785 38                                 |                           |

O. P. ST. JOHN,  
Steamboat Inspector.

## STEAM VESSELS inspected for the year ended 31st December, 1891.

## WEST ONTARIO DIVISION.

| Name of Vessel. | Number<br>of<br>Passengers<br>allowed. | Date<br>Certificate<br>expires. | Gross<br>Tons. | Tonnage<br>Dues<br>and Inspec-<br>tion<br>Fees paid. | Remarks.                             |
|-----------------|--|---------------------------------|----------------|--|--------------------------------------|
|                 |  | 1892.                           |                | \$ cts.  |                                      |
| Onaping .....   |  | April 24 ...                    | 256            | 25 48  | Screw, tug.                          |
| *Lillie .....   |  | Not certificat'd .....          |                |  | Boiler burned ; cause,<br>low water. |
| Luella .....    | 122                                    | May 18....                      | 38             | 8 04   | Screw, passenger, ferry.             |
| *Viola .....    |  | do 26....                       | 68             | 10 44  | do pleasure yacht.                   |
|                 |  |                                 | 362            | 43 96  |                                      |

\* These vessels are also returned in Mr. Jas. Johnston's list of steamers inspected by him.

W. J. MENEILLEY,  
*Chairman Board of Steamboat Inspection.*

STEAM Vessels not Inspected for the Year ended 31st December, 1891.

## WEST ONTARIO DIVISION.

| Name of Vessel.            | Gross Tonnage.  | Registered Tonnage. | Dues and Fees. | Why not inspected and class of Vessel.                           |
|----------------------------|-----------------|---------------------|----------------|--|
|                            |                 |                     | \$ cts.        |  |
| Cambist.....               | 937             | 590                 | .....          | Paddle, passenger...   |
| Rupert.....                | 512             | 292                 | .....          | do do .....  |
| Kincardine.....            | 199             | 135                 | .....          | Screw, freight....   |
| A. H. Jennie.....          | 148             | 108                 | .....          | do do .....  |
| Cherokee .....             | 179             | 121                 | .....          | do tug .....   |
| Cecebe.....                | 11              | 8                   | .....          | do do .....  |
| George Maytham.....        | 40              | 27                  | .....          | do do .....  |
| Herbert M.....             | 26              | 18                  | .....          | do do .....  |
| Marshall & Murray.....     | 16              | 11                  | .....          | do do .....  |
| Mary of Port Stanley.....  | 4               | 3                   | .....          | do do .....  |
| George Dean.....           | Not registered. |                     | .....          | do do .....  |
| Skipper.....               | Not registered. |                     | .....          | do do .....  |
| Siskiwit.....              | 47              | 37                  | .....          | do do .....  |
| Ontario.....               | 1,338           | 910                 | .....          | do passenger....   |
| Evangeline.....            | 24              | 16                  | .....          | do yacht.....  |
| Maud S.....                | 14              | 11                  | .....          | do tug.....  |
| C. J. G. Munro.....        | 43              | 31                  | .....          | Screw, tug. Laid up before the expiration of former certificate. |
| Algonquin.....             | 1,806           | 1,172               | 149 48         | Screw, freight.....  |
| Ida.....                   | 21              | 6                   | .....          | do yacht.....  |
| Revis Belle.....           | 8               | 5                   | .....          | do do .....  |
| Halcro.....                | 8               | 5                   | .....          | do do .....  |
| Rescue .....               | 20              | 17                  | .....          | do do .....  |
| Ranger.....                | 8               | 5                   | .....          | do do .....  |
| Startled Fawn.....         | 25              | 17                  | .....          | do do .....  |
| Stella.....                | 9               | 6                   | .....          | do tug .....   |
| Spray of Wallaceburg ..... | 47              | 32                  | .....          | do do .....  |
| Myrtle.....                | 9               | 7                   | .....          | do passenger...  |
| Fanny.....                 | 5               | 3                   | .....          | do fishing tug.  |
| Lilly.....                 | 22              | 15                  | .....          | do tug.....  |
| Sea King.....              | 129             | 87                  | .....          | do do .....  |
| Ocean Lilly.....           | 3               | 2                   | .....          | do do .....  |
| Minnie Martin.....         | 10              | 7                   | .....          | do do .....  |

Not running.

No application.



STEAM Vessels not inspected for the Year ended 31st December, 1891—*Concluded.*

## WEST ONTARIO DIVISION.

| Name of Vessel.   | Gross Tonnage. | Registered Tonnage. | Dues and Fees. | Why not inspected and class of Vessel. |
|-------------------|----------------|---------------------|----------------|--|
|                   |                |                     | \$ cts.        |  |
| Butcher Boy.....  | 94             | 64                  | .....          | Screw, tug.....                        |
| Edward Blake..... | 13             | 9                   | .....          | do do.....                             |
| Rock.....         | 14             | 10                  | .....          | do fishing tug...                      |
| Purvis.....       | 13             | 9                   | .....          | do do ..                               |
| Advance.....      | 72             | 49                  | .....          | do do ..                               |
| Henry Smyth.....  | 40             | 27                  | .....          | do do ..                               |
| Maganetawan.....  | 208            | 179                 | .....          | do tug.....                            |
|                   | 6,122          | 4,051               | 149 48         |  |

No application.

STEAM Vessels inspected for the year ended 31st December, 1891.

## WEST ONTARIO DIVISION.

| Name of Vessel.        | Number of Passengers allowed. | Date Certificate expires. | Gross Tons. | Tonnage Dues and Inspection Fees paid. | Remarks.                             |
|------------------------|-------------------------------|---------------------------|-------------|--|--------------------------------------|
|                        |                               | 1892.                     |             | \$ cts.                                |                                      |
| Michigan.....          | 500                           | April 7..                 | 1,729·80    | 146 40                                 | Paddle, car ferry.                   |
| Ontario.....           | 500                           | Mar. 18..                 | 1,615·40    | 137 20                                 | do                                   |
| Africa.....            |                               | April 1..                 | 482·39      | 43 56                                  | Screw, freight, all the lakes.       |
| United Lumberman.....  |                               | do 3..                    | 398·91      | 36 92                                  | do do                                |
| Rosedale.....          |                               | do 13..                   | 1,506·93    | 125 56                                 | do do                                |
| Hope.....              | 200                           | Dec. 1..                  | 169·96      | 21 60                                  | do ferry, Windsor and Detroit.       |
| Atlantic.....          | 318                           | 1892.<br>April 14..       | 682·63      | 62 64                                  | do Collingwood and Sault Ste. Marie. |
| Pacific.....           | 310                           | do 14..                   | 918·08      | 81 44                                  | do do                                |
| Northern Belle.....    | 250                           | do 14..                   | 322·21      | 49 04                                  | do do                                |
| Tecumseh.....          |                               | do 9..                    | 839·67      | 72 20                                  | do all the lakes.                    |
| W. B. Hall.....        |                               | do 10..                   | 657·70      | 53 64                                  | do do                                |
| Clinton.....           |                               | do 17..                   | 430·00      | 39 40                                  | do do                                |
| Niagara.....           |                               | do 18..                   | 468·00      | 42 44                                  | do do                                |
| Erin.....              |                               | do 17..                   | 512·22      | 45 96                                  | do do                                |
| Wales.....             |                               | do 17..                   | 350·01      | 33 00                                  | do do                                |
| Sir S. L. Tilley.....  | 10                            | do 18..                   | 1,177·77    | 102 24                                 | do do                                |
| Lakeside.....          | 491                           | do 9..                    | 348·24      | 35 84                                  | do Toronto and St. Catharines.       |
| Persia.....            | 150                           | do 18..                   | 756·64      | 68 56                                  | do all the lakes.                    |
| City of Windsor.....   | 80                            | do 22..                   | 510·52      | 48 88                                  | do Windsor and part on Lake Huron.   |
| Lothair.....           |                               | do 22..                   | 412·92      | 37 96                                  | do all the lakes.                    |
| Lake Michigan.....     |                               | do 23..                   | 573·28      | 50 89                                  | do do                                |
| Celtic.....            | 60                            | do 23..                   | 698·04      | 63 84                                  | do do                                |
| Macassa.....           | 539                           | do 23..                   | 459·06      | 44 72                                  | do Toronto and Hamilton.             |
| Acadia.....            | 125                           | do 23..                   | 906·36      | 72 50                                  | do Montreal and Chicago.             |
| Athabasca.....         | 500                           | do 27..                   | 2,268·63    | 189 52                                 | do Owen Sound and Port Arthur.       |
| Alberta.....           | 500                           | do 27..                   | 2,282·14    | 190 56                                 | do do                                |
| Manitoba.....          | 500                           | do 28..                   | 2,615·85    | 217 28                                 | do do                                |
| Algonquin.....         |                               | do 28..                   | 1,905·61    | 149 48                                 | do all the lakes.                    |
| Favorite.....          | 333                           | do 28..                   | 491·33      | 47 28                                  | do Meaford and Georgian Bay.         |
| Ocean.....             | 150                           | do 29..                   | 688·72      | 62 72                                  | do Hamilton and Montreal.            |
| C. W. Chamberlain..... |                               | do 30..                   | 384·93      | 35 80                                  | do Penetanguishene and Georgian Bay. |

STEAM Vessels inspected for the year, &c.—West Ontario Division—*Continued.*

| Name of Vessel.      | Number of Passengers allowed. | Date Certificate expires. | Gross Tons. | Tonnage Dues and Inspection Fees paid. | Remarks.                                 |
|----------------------|-------------------------------|---------------------------|-------------|--|--|
|                      |                               | 1892.                     |             | \$ cts.                                |  |
| Baltic .....         | 307                           | April 14..                | 1,323·77    | 113 92                                 | Paddle, Owen Sound and Sault Ste. Marie. |
| Canada .....         | 30                            | May 1..                   | 644·45      | 59 52                                  | Screw, all the lakes.                    |
| L. Shickluna.....    |                               | do 2..                    | 625·81      | 55 08                                  | do do                                    |
| Kathleen.....        | 183                           | do 4..                    | 391·43      | 39 28                                  | do Killarney and Web Wood.               |
| United Empire.....   | 396                           | do 6..                    | 1,960·65    | 164 88                                 | do Sarnia and Duluth.                    |
| J. C. Clark.....     | 264                           | do 6..                    | 145·23      | 19 66                                  | do ferry, Sarnia and Port Huron.         |
| Sovereign.....       |                               | do 6..                    | 612·72      | 54 04                                  | do all the lakes.                        |
| Union.....           | 130                           | do 8..                    | 266·96      | 29 36                                  | Paddle, Fort Erie and Black Rock.        |
| Dominion.....        |                               | do 8..                    | 478·13      | 43 24                                  | Screw, all the lakes.                    |
| St. Magnus.....      | 25                            | do 9..                    | 852·55      | 76 24                                  | do do                                    |
| Chicora.....         | 872                           | do 11..                   | 930·50      | 82 48                                  | Paddle, Toronto and Niagara.             |
| Cibola.....          | 1,176                         | do 11..                   | 961·47      | 84 88                                  | do do                                    |
| Winonah.....         | 100                           | do 12..                   | 160·60      | 20 88                                  | do and screw.                            |
| Glenrosa.....        | 40                            | do 12..                   | 63·18       | 10 04                                  | Screw, Burk's Falls.                     |
| Myles.....           |                               | do 13..                   | 1,210·63    | 101 88                                 | do all the lakes.                        |
| Enterprise.....      |                               | do 14..                   | 620·42      | 54 60                                  | do do                                    |
| Manitou.....         | 300                           | do 15..                   | 497·11      | 47 76                                  | Paddle, Midland and Parry Sound.         |
| Ongiara.....         | 244                           | do 16..                   | 97·77       | 23 52                                  | Screw, Niagara River.                    |
| City of Dresden..... | 40                            | do 19..                   | 193·87      | 12 84                                  | do Lake Erie.                            |
| Telegram.....        | 200                           | do 19..                   | 320 59      | 33 76                                  | do do                                    |
| Thames.....          | 300                           | do 20..                   | 81·72       | 11 56                                  | Paddle, London and Sprey Bank.           |
| City of London.....  | 300                           | do 20..                   | 76·85       | 11 32                                  | do do                                    |
| Mazeppa.....         | 300                           | do 20..                   | 145·59      | 19 68                                  | Screw, Burlington Bay.                   |
| Modjeska.....        | 720                           | do 20..                   | 454·98      | 44 40                                  | do do                                    |
| Greyhound.....       | 335                           | do 21..                   | 337·03      | 34 96                                  | do                                       |
| Mizpah.....          | 90                            | do 21..                   | 18 05       | 6 44                                   | do Toronto Bay.                          |
| John Hanlan.....     | 172                           | do 22..                   | 36·96       | 7 96                                   | do do                                    |
| Canadian.....        | 340                           | do 22..                   | 230·51      | 26 48                                  | Paddle do                                |
| Mascotte.....        | 128                           | do 22..                   | 48·94       | 8 92                                   | Screw do                                 |
| Sadie.....           | 377                           | do 22..                   | 154·18      | 20 32                                  | Paddle do                                |
| Luella.....          | 122                           | May 22..                  | 37·83       | 8 04                                   | Screw, Toronto Bay.                      |
| C. H. Merritt.....   | 340                           | do 23..                   | 121·58      | 17 68                                  | do Victoria Park.                        |

STEAM Vessels inspected, &c.—West Ontario Division—*Continued.*

| Name of Vessel.     | Number of<br>Passen-<br>gers<br>allowed. | Date<br>Certificate<br>expires. | Gross Tons. | Tonnage<br>Dues<br>and Inspec-<br>tion<br>Fees paid. | Remarks.                           |
|---------------------|--|---------------------------------|-------------|--|------------------------------------|
|                     |  | 1892.                           |             | \$ cts.  |                                    |
| Gertrude .....      | 163                                      | May 23..                        | 75·54       | 11 08  | Screw, Toronto Bay.                |
| Kathleen.. .....    | 200                                      | do 23..                         | 109·82      | 16 80  | do do                              |
| Truant.....         | 100                                      | do 23..                         | 23·31       | 6 84   | do do                              |
| Arlington .....     | 100                                      | do 23..                         | 23·37       | 6 84   | do do                              |
| Island Queen .....  | 100                                      | do 23..                         | 23·31       | 6 84   | do do                              |
| J. S. McEdwards...  | 116                                      | do 23..                         | 21·40       | 6 68   | do do                              |
| Chicoutimi .....    | 278                                      | do 25..                         | 110·47      | 16 80  | Paddle, Victoria Park.             |
| Joe Milton .....    | 200                                      | do 28..                         | 93·30       | 12 44  | Screw, Port Stanley and Lake Erie. |
| Campana .....       | 300                                      | June 3..                        | 1,678·79    | 142 32   | do all the lakes.                  |
| Minnie Kidd .....   | 64                                       | do 4..                          | 17·60       | 6 44   | do Toronto Bay.                    |
| Southwood .....     | 40                                       | do 5..                          | 18·78       | 6 62   | do Lake Couchiching.               |
| Orillia.....        | 234                                      | do 6..                          | 134·51      | 18 80  | do do Simcoe.                      |
| Longford .....      | 40                                       | do 5..                          | 53·29       | 9 24   | do do do                           |
| Carmona .....       | 750                                      | do 6..                          | 976·93      | 86 40  | Paddle, Toronto and Grimsby.       |
| Imperial .....      | 200                                      | do 10..                         | 245·10      | 27 60  | Screw, Meaford and Wiarton.        |
| Maid of the Mist... | 80                                       | do 13..                         | 61·97       | 9 96   | do Niagara River.                  |
| W. M. Alderson...   | 200                                      | do 16..                         | 121·09      | 17 68  | do Port Dover and Lake Erie.       |
| Kenozha... ..       | 200                                      | do 17..                         | 191·53      | 23 28  | do Muskoka Lakes.                  |
| Mink .....          | 40                                       | do 18..                         | 13·32       | 6 04   | do do                              |
| Onaganoh .....      | 25                                       | do 18..                         | 18·73       | 6 52   | do do                              |
| Edith May .....     | 40                                       | do 18..                         | 44·88       | 8 60   | do do                              |
| Oriole .....        | 40                                       | do 19..                         | 74·79       | 11 00  | do do                              |
| Muskoka .....       | 40                                       | do 20..                         | 98·98       | 12 92  | do do                              |
| Nipissing .....     | 343                                      | do 20..                         | 275·45      | 30 00  | do do                              |
| Eurydice.....       | 554                                      | do 22..                         | 589·89      | 55 20  | Paddle, Toronto and Wilson.        |
| J. W. Steinhoff.... | 413                                      | do 22..                         | 311·80      | 32 96  | Screw, Lake Ontario.               |
| Lillie Smith.....   |  | do 23..                         | 302·31      | 29 16  | do all the lakes.                  |
| City of Chatham...  | 553                                      | do 24..                         | 340·54      | 35 28  | do Chatham and Windsor.            |
| Interocean .....    | 40                                       | do 24..                         | 147·83      | 19 84  | do Wallaceburg and Sarnia.         |
| International ..... | 300                                      | do 24..                         | 850·92      | 76 08  | do car ferry.                      |
| Huron .....         | 500                                      | do 24..                         | 1,052·41    | 92 16  | do do                              |
| Maggie Mason.....   | 40                                       | do 26..                         | 55·77       | 9 46   | do Burlington Bay.                 |

STEAM Vessels inspected, &c.—West Ontario Division—*Continued.*

| Name of Vessel.         | Number of<br>Passen-<br>gers<br>allowed. | Date<br>Certificate<br>expires. | Gross Tons. | Tonnage<br>Dues<br>and Inspec-<br>tion<br>Fees paid. | Remarks.                          |
|-------------------------|--|---------------------------------|-------------|--|-----------------------------------|
|                         |  | 1892.                           |             | \$ cts.  |                                   |
| Eagle . . . . .         | 14                                       | July 1..                        | 12·36       | 5 96   | Screw, at Parry Sound.            |
| City of Midland. ....   | 400                                      | do 1..                          | 748·41      | 67 84  | do Collingwood and Georgian Bay.  |
| Equal Rights. ....      |  |                                 | 5·73        | 5 40   | do not certificated.              |
| Dan . . . . .           | 80                                       | July 6..                        | 56·08       | 9 48   | do Toronto and the Parks.         |
| Dixie . . . . .         | 100                                      | do 8..                          | 39·72       | 7 96   | do Novie Island and Black River   |
| Mocking Bird. ....      | 40                                       | do 12..                         | 38·02       | 8 04   | do Thunder Bay.                   |
| Chieftain . . . . .     |  | No certifi-<br>cate.            | 40·00       | 8 20   | do Rat Portage, not certificated. |
| Kennina . . . . .       |  | do                              | 41·86       | 8 36   | do equipment insufficient.        |
| Shamrock . . . . .      |  | do                              | 79·84       | 11 40  | do do                             |
| Winnipeg. ....          |  | do                              | 25·22       | 7 00   | do do                             |
| Kakabaka . . . . .      |  | do                              | 112·67      | 17 04  | do Thunder Bay.                   |
| May Flower. ....        | 900                                      | July 20..                       | 189·40      | 23 12  | Paddle, Toronto Bay.              |
| Juno . . . . .          |  | do 29..                         | 209·50      | 21 80  | Screw, all the lakes.             |
| Ruby . . . . .          |  | do 30..                         | 72·22       | 10 76  | do Port Stanley.                  |
| Lillie . . . . .        | 40                                       | do 31..                         | 49·53       | 9 00   | do Barrie and Big Bay Point.      |
| Queen . . . . .         | 20                                       | do 31..                         | 6·63        | 5 56   | do on Lake Simcoe.                |
| Mary . . . . .          | 75                                       | Aug. 4..                        | 61·52       | 9 96   | do                                |
| Nautilus . . . . .      |  | do 4..                          | 8·65        | 5 72   | do equipment insufficient.        |
| Orion. ....             |  | do 11..                         | 590·99      | 52 28  | do all the lakes.                 |
| Ivey Alderson. ....     | 87                                       | do 12..                         | 38·67       | 8 04   | do Long Point Bay.                |
| Ada Alice . . . . .     | 64                                       | do 14..                         | 15·43       | 6 20   | do Toronto Bay.                   |
| Florence . . . . .      | 13                                       | do 20..                         | 8 42        | 5 64   | do Muskoka Lakes.                 |
| Mary Louise . . . . .   | 40                                       | do 20..                         | 63·62       | 10 12  | do do                             |
| Excelsior . . . . .     | 40                                       | do 20..                         | 34·62       | 7 80   | do do                             |
| Erastus Wiman . . . . . | 34                                       | do 20..                         | 53·53       | 9 32   | do do                             |
| Meteor . . . . .        |  | do 28..                         | 180·72      | 34 96  | Paddle, all the lakes.            |
| Lansdowne. ....         | 300                                      | do 29..                         | 1,570·90    | 133 68   | do car ferry.                     |
| Great Western . . . . . | 300                                      | do 29..                         | 1,080·33    | 94 40  | do do                             |
| Enterprise . . . . .    | 289                                      | Nov. 30..                       | 148·19      | 19 84  | Screw, Lake Simcoe.               |
| R. Kendrick . . . . .   | 40                                       | Sept. 9..                       | 14·96       | 6 20   | do do                             |
| Primrose . . . . .      | 900                                      | do 8..                          | 189·40      | 23 12  | Paddle, Toronto Bay.              |
| Monarch . . . . .       | 332                                      | do 18..                         | 2,017·41    | 169 38   | Screw, Sarnia and Duluth.         |

STEAM Vessels inspected, &c.—West Ontario Division—*Continued.*

| Name of Vessel.  | Number of<br>Passen-<br>gers<br>allowed. | Date<br>Certificate<br>expires. | Gross Tons. | Tonnage<br>Dues<br>and Inspec-<br>tion<br>Fees paid. | Remarks.              |
|------------------|--|---------------------------------|-------------|--|-----------------------|
|                  |  | 1892.                           |             | \$ cts.  |                       |
| Seguin .....     | 20                                       | Sept. 28..                      | 818·07      | 73 44  | Screw, all the lakes. |
| J. H. Jones..... |  |                                 | 208·42      | 21 72  | do Georgian Bay.      |
| Hiawatha .....   | 300                                      | Oct. 14..                       | 162·62      | 20 96  | do ferry at Sarnia.   |
| Fender.....      | 22                                       | do 30..                         | 30·50       | 7 40   | do Georgian Bay.      |
| Maud .....       | 29                                       | do 30..                         | 18·26       | 6 46   | do do                 |
| Vera.....        |  |                                 | 13·52       | 6 04   | do Rondeau Bay.       |
| Rescue .....     | 20                                       | Nov. 26..                       | 7·23        | 5 56   | do on Toronto Bay.    |

THOS. HARBOTTLE,  
*Hull Inspector.*

STEAM Vessels not inspected for the year ended 31st December, 1891.

## WEST ONTARIO DIVISION.

| Name of Vessel. | Gross<br>Tonnage. | Registered<br>Tonnage. | Dues<br>and Fees. | Remarks.<br>—<br>Why not inspected and class of Vessel. |
|-----------------|-------------------|------------------------|-------------------|---|
| Rupert.....     | 511·97            | 292·48                 | ... ..            | Not running.  |
| Kincardine..... | 198·67            | 135·10                 | ... ..            | do  |
| Ontario.....    | 1,103·91          | 750·95                 | ... ..            | do  |
| Myrtle.. . . .  | 9·40              | 7·45                   | ... ..            | do  |
| Cambria.....    | 937·26            | 637·34                 | ... ..            | do  |

THOS. HARBOTTLE,  
*Hull Inspector.*

STEAM Vessels inspected for the year ended 31st December, 1891.

## EAST ONTARIO DIVISION.

| Name of Vessel.             | Number of<br>Passen-<br>gers<br>allowed. | Date<br>Certificate<br>expires. | Gross<br>Tons. | Tonnage<br>Dues<br>and Inspec-<br>tion<br>Fees paid. | Remarks.                          |
|-----------------------------|--|---------------------------------|----------------|--|-----------------------------------|
|                             |  | 1892.                           |                | \$ cts.  |                                   |
| Pierrepoint . . . . .       | 415                                      | April 1 . . . .                 | 251·98         | 28 16  | Paddle, passenger.                |
| Maud . . . . .              | 390                                      | do 1 . . . .                    | 292·81         | 31 44  | do do                             |
| Hero . . . . .              | 475                                      | do 2 . . . .                    | 342·12         | 45 36  | do do                             |
| Traveller. . . . .          |  | do 18 . . . .                   | 207·52         | 21 64  | do tug.                           |
| John A. Macdonald . . . . . |  | do 4 . . . .                    | 273·00         | 26 84  | do do                             |
| D. K. Van Allen . . . . .   |  | do 8 . . . .                    | 317·95         | 30 44  | Screw, freight.                   |
| Scotia . . . . .            |  | do 11 . . . .                   | 458·33         | 41 64  | do do                             |
| D. D. Calvin . . . . .      |  | do 13 . . . .                   | 749·53         | 65 00  | do do                             |
| William Johnston . . . . .  |  | do 13 . . . .                   | 80·65          | 11 48  | do tug.                           |
| Reliance . . . . .          | 25                                       | do 14 . . . .                   | 239·14         | 27 12  | Twin-screw, freight and passenger |
| Resolute . . . . .          | 25                                       | do 14 . . . .                   | 371·86         | 37 76  | do do                             |
| Ella Ross . . . . .         | 300                                      | do 15 . . . .                   | 324·88         | 34 00  | Paddle, passenger.                |
| Nile . . . . .              |  | do 15 . . . .                   | 96·30          | 12 68  | Screw, freight.                   |
| Nora . . . . .              | 35                                       | do 15 . . . .                   | 28·13          | 7 24   | do passenger.                     |
| Emma Munson . . . . .       |  | do 16 . . . .                   | 32·63          | 7 64   | do tug.                           |
| Rescue . . . . .            |  | do 16 . . . .                   | 52·29          | 9 16   | do do                             |
| Armenia . . . . .           | 275                                      | do 17 . . . .                   | 109·99         | 16 80  | do passenger.                     |
| Deseronto . . . . .         | 85                                       | do 17 . . . .                   | 67·91          | 10 44  | do do                             |
| Armenia . . . . .           |  | do 17 . . . .                   | 642·67         | 56 44  | do freight.                       |
| Chieftain . . . . .         |  | do 18 . . . .                   | 434·68         | 39 80  | Paddle, tug.                      |
| Niagara . . . . .           |  | do 18 . . . .                   | 468·00         | 42 44  | Screw, freight.                   |
| James A. Walker . . . . .   |  | do 23 . . . .                   | 183·58         | 19 72  | do tug.                           |
| David G. Thomson . . . . .  |  | do 23 . . . .                   | 185·05         | 19 80  | Twin screw, tug.                  |
| Glengarry . . . . .         | 10                                       | do 23 . . . .                   | 494·83         | 47 60  | Screw, freight and passenger      |
| Jessie Hall . . . . .       |  | do 23 . . . .                   | 56·54          | 9 56   | do tug.                           |
| Glide . . . . .             |  | do 23 . . . .                   | 77·90          | 11 24  | do do                             |
| Alexandria . . . . .        | 450                                      | do 24 . . . .                   | 863·15         | 77 04  | Paddle, passenger.                |
| Empress of India . . . . .  | 680                                      | do 24 . . . .                   | 579·05         | 54 32  | do do                             |
| Rideau Belle. . . . .       | 50                                       | do 30 . . . .                   | 130·59         | 18 48  | Screw do                          |
| Hiram A. Calvin . . . . .   |  | May 1 . . . .                   | 300·00         | 29 00  | Paddle, tug.                      |
| Princess Louise . . . . .   | 240                                      | do 5 . . . .                    | 114·88         | 17 20  | Screw, passenger.                 |

STEAM Vessels inspected for the year &c.—East Ontario Division—*Continued.*

| Name of Vessel.      | Number of<br>Passen-<br>gers<br>allowed. | Date<br>Certificate<br>expires. | Gross<br>Tons. | Tonnage<br>Dues<br>and Inspec-<br>tion<br>Fees paid. | Remarks.           |
|----------------------|--|---------------------------------|----------------|--|--------------------|
|                      |  | 1892.                           |                | \$ cts.  |                    |
| Olivia Gordon .....  |  | May 7....                       | 36·07          | 7 88   | Screw, tug.        |
| H. F. Bronson .....  |  | do 11....                       | 137·12         | 15 96  | Twin-screw, tug.   |
| Active.....          |  | do 11....                       | 345·88         | 32 68  | Screw, tug.        |
| Lorelie.....         | 100                                      | do 11....                       | 44·29          | 8 52   | do passenger.      |
| Myra .....           |  | do 12....                       | 73·21          | 10 84  | do tug.            |
| Mona .....           |  | do 13....                       | 24·87          | 7 00   | do do              |
| Sandy.....           |  | do 14....                       | 29 57          | 7 32   | do do              |
| H. C. Curtis.....    |  | do 14....                       | 36·19          | 7 88   | do do              |
| A. B. Cook .....     |  | do 14....                       | 34·17          | 7 72   | do do              |
| Geraldine.....       |  | do 15....                       | 17·90          | 6 44   | do yacht.          |
| John Haggart .....   | 250                                      | do 18 ..                        | 201·60         | 24 16  | do passenger.      |
| Col. By.....         |  | do 19....                       | 9·31           | 5 72   | do tug.            |
| Sunbeam .....        | 200                                      | do 21 ..                        | 111·89         | 16 96  | Paddle, passenger. |
| Golden City .....    | 175                                      | do 21....                       | 68·02          | 10 45  | Screw do           |
| Mary Ellen.....      | 130                                      | do 22....                       | 44·50          | 8 60   | do do              |
| Undine .....         |  | do 22....                       | 13·81          | 6 12   | do tug.            |
| Lily .....           |  | do 23....                       | 16·01          | 6 28   | do do              |
| Edmond.....          |  | do 25....                       | 39·10          | 8 12   | do do              |
| Reindeer .....       | 165                                      | do 26....                       | 58·29          | 9 64   | do passenger.      |
| Varuna .....         | 225                                      | do 26....                       | 134·04         | 18 72  | do do              |
| Spartan .....        | 375                                      | do 27....                       | 1,168·92       | 101 52   | Paddle do          |
| Eliza Bonar.....     |  | do 29....                       | 25·68          | 7 08   | Screw, tug.        |
| Nellie Cuthbert..... | 100                                      | do 29....                       | 59·03          | 9·72   | do passenger.      |
| Annie Gilbert.....   | 35                                       | do 30....                       | 19·00          | 6 60   | do do              |
| D. P. Dey.....       |  | Not certified                   | 11·26          | 5·88   | do tug.            |
| Saxon .....          |  | 1891.<br>Sept. 15....           | 180·90         | 19 48  | do freight.        |
| Ranger.....          |  | 1892.<br>June 2....             | 13·83          | 6 12   | do tug.            |
| Titania.....         |  | do 3....                        | 16·83          | 6 36   | do yacht.          |
| Maggie May.....      |  | 1891.<br>Dec. 30....            | 29·03          | 7 32   | do freight.        |
| Khartoum.....        |  | do 30....                       | 62·71          | 10 04  | do do              |
| Kherenow.....        |  | 1892.<br>June 4....             | 47·78          | 8 84   | do yacht.          |
| Thistle.....         |  | May 3....                       | 36·02          | 7 88   | do fishing tug     |



STEAM Vessels inspected, &c.—East Ontario Division—*Continued.*

| Name of Vessel.        | Number of Passengers allowed. | Date Certificate expires. | Gross Tons. | Tonnage. Dues and Inspection Fees paid. | Remarks.               |
|------------------------|-------------------------------|---------------------------|-------------|---|------------------------|
|                        |                               | 1892.                     |             | \$ cts.                                 |                        |
| Nellie .....           | 25                            | June 5 ....               | 6·82        | 5 56                                    | Screw, passenger.      |
| Corsican. . . . .      | 400                           | do 6 ....                 | 1203·24     | 104 24                                  | Paddle do              |
| North King.....        | 525                           | do 9 ....                 | 872·95      | 77 84                                   | do do                  |
| Robert Anglin.....     |                               | do 10 ....                | 97·18       | 12 76                                   | Screw, freight.        |
| Freemason.....         |                               | May 23 ....               | 104·82      | 13 40                                   | do do                  |
| Antelope.....          | 40                            | June 13 ....              | 19·59       | 6 60                                    | do passenger.          |
| Pomona.....            |                               | do 18 ....                | 4·88        | 5 40                                    | do yacht.              |
| Echo.....              |                               | do 18 ....                | 6·06        | 5 48                                    | do do                  |
| Corella. ....          |                               | do 18 ....                | 3·81        | 5 32                                    | do do                  |
| Zeila .....            |                               | do 19 ....                | 3·40        | 5 24                                    | do do                  |
| Island Queen.. ....    | 300                           | do 19 ....                | 98·09       | 12 84                                   | do passenger.          |
| Spray.....             |                               | Not certified             | 4·19        | 5 32                                    | do yacht.              |
| Ingomar.....           |                               | June 20 ....              | 18·21       | 6 44                                    | do do                  |
| Dream.....             |                               | do 22 ....                | 12·16       | 5 96                                    | do do                  |
| City of Belleville.... | 250                           | do 20 ....                | 101·17      | 16 08                                   | do passenger.          |
| Triton.....            | 25                            | do 23 ....                | 11·11       | 5 88                                    | do do                  |
| Fearless.....          | 50                            | do 24 ....                | 46·38       | 8 68                                    | do do                  |
| Dorothy.....           |                               | do 24 ....                | 10·09       | 5 80                                    | do yacht.              |
| South Eastern .....    | 700                           | do 25 ....                | 395·31      | 39 60                                   | Twin-screw, passenger. |
| Transit .....          | 450                           | Not certified             | 140·81      | 19 20                                   | do do                  |
| Caribou .....          | 250                           | June 26 ....              | 144·19      | 19 52                                   | Screw, passenger.      |
| Umbria.....            |                               | do 27 ....                | 42·98       | 8 44                                    | do tug.                |
| Crandella.....         | 400                           | do 30 ....                | 266·20      | 39 28                                   | paddle, passenger.     |
| Siesta.....            | 40                            | July 2 ....               | 14·96       | 6 20                                    | Screw do               |
| Naiad.....             |                               | do 3 ....                 | 17·55       | 6 44                                    | do yacht.              |
| C. F. Dunbar.....      |                               | do 6 ....                 | 32·86       | 7 64                                    | do tug.                |
| Vega.....              |                               | do 14 ....                | 6·96        | 5 56                                    | do yacht.              |
| Beaver.....            | 75                            | do 17 ....                | 18·00       | 6 44                                    | do passenger.          |
| Daisy .....            | 60                            | do 17 ....                | 7·20        | 5 56                                    | do do                  |
| Pearl.....             | 16                            | do 18 ....                | 7·70        | 5 64                                    | do do                  |
| Sunbeam.....           |                               | July 18 ....              | 13·43       | 6 08                                    | Screw, tug.            |
| Alice Ethel.....       | 175                           | do 20 ....                | 71·75       | 10 76                                   | Paddle, passenger.     |

STEAM Vessels inspected, &c.—East Ontario Division—*Continued.*

| Name of Vessel.      | Number of Passengers allowed. | Date Certificate expires. | Gross Tons. | Tonnage Dues and Inspection Fees paid. | Remarks.          |
|----------------------|-------------------------------|---------------------------|-------------|--|-------------------|
|                      |                               | 1892.                     |             | \$ cts.                                |                   |
| Dominion.....        |                               | July 21....               | 45·88       | 8 68                                   | Paddle, tug.      |
| Eva.....             |                               | do 21....                 | 33·60       | 7 72                                   | Screw do          |
| Waterwitch.....      | 20                            | do 22....                 | 9·20        | 5 72                                   | do passenger.     |
| Myrtle.....          |                               | do 22....                 | 27·46       | 7 16                                   | Paddle, tug.      |
| Zetta Bruce.....     | 25                            | do 23....                 | 8·75        | 5 72                                   | Screw, passenger. |
| Stranger.....        |                               | do 23....                 | 28·00       | 7 24                                   | do tug.           |
| Mary Louise..        | 40                            | do 24....                 | 10·00       | 5 80                                   | do passenger.     |
| Express.....         |                               | do 24....                 | 3·90        | 5 32                                   | do tug.           |
| Dawn.....            | 40                            | do 25....                 | 20·20       | 6 60                                   | do passenger.     |
| Esturion.....        | 325                           | do 27....                 | 118·36      | 17 44                                  | Paddle do         |
| Maple Leaf.....      | 70                            | do 27....                 | 26·08       | 7 08                                   | Screw do          |
| Beaubocage.....      | 150                           | do 28....                 | 129·00      | 18 32                                  | Paddle do         |
| Bella Fair.....      |                               | do 29....                 | 6·60        | 5 56                                   | Screw, tug.       |
| St. Julian.....      |                               | Aug. 7....                | 19·92       | 6 60                                   | do yacht.         |
|                      |                               | 1891.                     |             |  |                   |
| Marquis of Lorne.... |                               | Dec. 30....               | 20·19       | 6 60                                   | do do             |
|                      |                               | 1892.                     |             |  |                   |
| Sarah Daly.....      |                               | Aug. 18....               | 24·61       | 7 00                                   | do tug.           |
| Albert Wright.....   |                               | do 19....                 | 29·00       | 7 32                                   | do do             |
| Grenada.....         | 175                           | do 19....                 | 57·00       | 9 56                                   | do passenger.     |
| Ivy.....             |                               | Not certified             | 7·43        | 5 56                                   | do do             |
| Princess Louise..... | 100                           | Aug. 19....               | 26·36       | 7 08                                   | do do             |
| Gilbert.....         |                               | do 20....                 | 40·83       | 8 28                                   | do tug.           |
| Alert.....           | 40                            | do 21....                 | 49·83       | 9 00                                   | do passenger.     |
| Alaska.....          | 100                           | do 21....                 | 48·74       | 8 92                                   | do do             |
| Enterprise.....      |                               | do 26....                 | 60·38       | 9 80                                   | Paddle, tug.      |
| Elsie Ross.....      |                               | do 27....                 | 9·83        | 5 80                                   | Screw, yacht.     |
| Mayflower.....       |                               | do 26....                 | 4·20        | 5 32                                   | do tug.           |
| Tropic.....          | 35                            | do 28....                 | 8·86        | 5 72                                   | do passenger.     |
| Bluebell.....        |                               | do 29....                 | 11·97       | 5 80                                   | do freight.       |
| Outlet Queen.....    |                               | Sept. 1....               | 18·45       | 6 44                                   | do fishing tug.   |
| Ventura.....         |                               | do 1....                  | 6·77        | 5 56                                   | do yacht.         |

STEAM Vessels inspected, &c.—East Ontario Division—*Concluded.*

| Name of Vessel.    | Number of Passengers allowed. | Date Certificate expires. | Gross Tons. | Tonnage Dues and Inspection Fees paid. | Remarks.               |
|--------------------|-------------------------------|---------------------------|-------------|--|------------------------|
|                    |                               | 1892.                     |             | \$ cts.                                |                        |
| Bertha .....       |                               | Sept. 2..                 | 17·64       | 6 44                                   | Screw, yacht.          |
| Daisy.....         |                               | do 15..                   | 4·89        | 5 40                                   | do do                  |
| Prince Edward..... |                               | do 16..                   | 18·22       | 6 44                                   | Centre-wheel, ferry.   |
| Golden Eye.....    | 171                           | July 18..                 | 287·60      | 31 04                                  | Paddle, passenger.     |
| Ometa .....        |                               | Not certified 1891.       | 18·68       | 6 52                                   | Screw, yacht.          |
| Alberta.....       |                               | Dec. 30..                 | 68·00       | 10 44                                  | Centre-wheel, freight. |
| Water Lily.....    |                               | 1892.<br>May 26..         | 95·09       | 13 80                                  | Screw, freight.        |
| Total.....         |                               |                           | 17200·34    | 2,115 33                               |                        |

EDWARD ADAMS,  
*Steamboat Inspector.*

## STEAM Vessels not inspected for the year ended 31st December, 1891.

## EAST ONTARIO DIVISION.

| Name of Vessel.   | Gross Tonnage. | Registered Tonnage. | Dues and Fees. | Remarks.<br>—<br>Why not inspected and class of Vessel. |
|-------------------|----------------|---------------------|----------------|---|
|                   |                |                     | \$ cts.        |   |
| Anna.....         | 7·89           | 6·49                | .....          | Not employed ; screw, tug.                              |
| Utica.....        | 52·00          | 39·00               | .....          | do do passenger.  |
| Pioneer.....      | 28·07          | 19·09               | .....          | do do do  |
| Mary Ellen.....   | 81·20          | 51·16               | .....          | do paddle, tug.   |
| Anglo-Saxon.....  | 69·01          | 43·41               | .....          | do do   |
| Mary Ethel.. ..   | 98·61          | 56·13               | .....          | do centre wheel, ferry.                                 |
| Water Lily.....   | 4·00           | 4·00                | .....          | do screw, tug.  |
| Belle Amelia..... | 3·80           | 2·60                | .....          | do do   |
|                   | 334·58         | 221·88              | .....          |   |

EDWARD ADAMS,  
*Steamboat Inspector.*

STEAM Vessels inspected for the year ended 31st December, 1891.

## EAST ONTARIO DIVISION.

| Name of Vessel.       | Number of Passengers allowed. | Date Certificate expires. | Gross Tons. | Tonnage Dues and Inspection Fees paid. | Remarks                 |
|-----------------------|-------------------------------|---------------------------|-------------|--|-------------------------|
|                       |                               | 1892.                     |             | \$ cts.                                |                         |
| Pierrepoint .. . . .  | 415                           | Apr. 1..                  | 251·98      | 28 16                                  | Paddle, passenger.      |
| D. R. Vanallen.....   | .....                         | do 8..                    | 317·95      | 30 44                                  | Screw, freight.         |
| D. D. Calvin.....     | .....                         | do 13.                    | 749·53      | 65 00                                  | do do                   |
| Reliance.....         | 25                            | do 14..                   | 239·14      | 27 12                                  | Twin-screw, passenger.  |
| Resolute.....         | 25                            | do 14..                   | 371·86      | 37 76                                  | do do                   |
| Maud.....             | 390                           | do 1..                    | 292·81      | 31 44                                  | Paddle do               |
| Hero.....             | 475                           | do 2..                    | 342·12      | 35 36                                  | do do                   |
| Armenia.....          | .....                         | do 17..                   | 642·67      | 56 44                                  | Screw, freight.         |
| Scotia.....           | .....                         | do 11..                   | 458·33      | 41 64                                  | do do                   |
| Armenia.....          | 275                           | do 17..                   | 109·99      | 16 80                                  | do passenger.           |
| Deseronto.....        | 85                            | do 17..                   | 67·91       | 10 44                                  | do do                   |
| Ella Ross.....        | 300                           | do 15..                   | 324·88      | 34 00                                  | Paddle do               |
| Alexandria.....       | 450                           | do 24..                   | 863·15      | 77 04                                  | do do                   |
| Glengarry.....        | 10                            | do 23..                   | 494·83      | 47 60                                  | Screw do                |
| Empress of India....  | 680                           | do 24..                   | 579·05      | 54 32                                  | Paddle do               |
| Rideau Belle.....     | 50                            | do 30..                   | 130·59      | 18 48                                  | Screw do                |
| Princess Louise.....  | 240                           | May 5..                   | 114·88      | 17 20                                  | do do                   |
| John Haggart.....     | 250                           | do 18..                   | 201·60      | 24 16                                  | do do                   |
| Sunbeam.....          | 200                           | do 21..                   | 111·89      | 16 96                                  | Paddle do               |
| Golden City.....      | 175                           | do 21..                   | 68·02       | 10 45                                  | Screw do                |
| Mary Ellen.....       | 130                           | do 22..                   | 44·50       | 8 60                                   | do do                   |
| Undine.....           | .....                         | Not issued..              | 13·81       | 6 12                                   | do outfit not complete. |
| Reindeer.....         | 165                           | May 26..                  | 58·29       | 9 64                                   | do passenger.           |
| Varuna.....           | 225                           | do 26..                   | 134·04      | 18 72                                  | do do                   |
| Spartan.....          | 375                           | do 27..                   | 1,168·92    | 101 52                                 | Paddle do               |
| Queen of the Isles... | 100                           | do 15..                   | 40·22       | 8 20                                   | Screw do                |
| Nellie Cuthbert.....  | 100                           | do 29..                   | 59·03       | 9 72                                   | do do                   |
| Annie Gilbert.....    | 30                            | do 30..                   | 19·00       | 6 00                                   | do do                   |
| Saxon.....            | .....                         | 1891.<br>Sept. 15..       | 180·90      | 19 48                                  | do freight.             |
| Nellie.....           | 25                            | 1892.<br>June 5..         | 6·82        | 5 56                                   | do passenger.           |
| Corsican.....         | 400                           | do 6 ..                   | 1203·24     | 104 24                                 | Paddle, do              |

STEAM Vessels inspected, &c.—East Ontario Division—*Continued.*

| Name of Vessel.        | Number of Passengers allowed. | Date Certificate expires. | Gross Tons. | Tonnage Dues and Inspection Fees paid. | Remarks.               |
|------------------------|-------------------------------|---------------------------|-------------|--|------------------------|
|                        |                               | 1892.                     |             | \$ cts.                                |                        |
| North King.....        | 525                           | June 9....                | 872 95      | 77 84                                  | Paddle, passenger.     |
| Antelope.....          | 40                            | do 13....                 | 19 59       | 6 60                                   | Screw do               |
| Island Queen.....      | 300                           | do 19....                 | 98 09       | 12 84                                  | do do                  |
| City of Belleville.... | 250                           | do 20....                 | 101 17      | 16 08                                  | do do                  |
| Triton... ..           | 25                            | do 23....                 | 11 11       | 5 88                                   | do do                  |
| Fearless ... ..        | 50                            | do 24....                 | 46 38       | 8 68                                   | do do                  |
| Southeastern.....      | 700                           | do 25....                 | 395 31      | 39 60                                  | Twin screw, car ferry. |
| Transit.....           | 450                           | Not issued..              | 140 81      | 19 20                                  | do repairing.          |
| Caribou.....           | 250                           | June 26....               | 144 19      | 19 52                                  | Screw, passenger.      |
| Crandella.....         | 400                           | do 30....                 | 266 20      | 29 28                                  | Paddle do              |
| Siesta.....            | 40                            | July 2....                | 14 96       | 6 20                                   | Screw do               |
| Lorelei.....           | 100                           | May 11....                | 44 29       | 8 52                                   | do do                  |
| Beaver.....            | 75                            | July 17....               | 18 00       | 6 44                                   | do do                  |
| Daisy.....             | 60                            | do 17....                 | 7 20        | 5 56                                   | do do                  |
| Pearl.....             | 16                            | do 18....                 | 7 70        | 5 64                                   | do do                  |
| Jumbo... ..            | 100                           | do 18....                 | 13 40       | 1 06                                   | Scow do                |
| Rice Lake.. . . .      | 230                           | do 18....                 | 44 41       | 3 55                                   | do do                  |
| Ark.....               | 192                           | do 18....                 | 48 20       | 3 84                                   | do do                  |
| Byron Trerice....      | 400                           | do 15....                 | 268 04      | 29 44                                  | Screw do               |
| Lindsay.....           | 575                           | do 22....                 | 75 00       | 6 00                                   | Scow do                |
| Paragon.....           | 400                           | do 23....                 | 71 00       | 5 68                                   | do do                  |
| Zetta Bruce.....       | 25                            | do 23....                 | 7 75        | 5 72                                   | Screw do               |
| Alice Ethel.....       | 175                           | do 20....                 | 71 75       | 10 76                                  | Paddle do              |
| Water Witch.....       | 20                            | do 22....                 | 9 20        | 5 72                                   | Screw do               |
| Mary Louise.....       | 40                            | do 24....                 | 10 00       | 5 80                                   | do do                  |
| Luella.....            | 90                            | do 25....                 | 20 00       | 1 60                                   | Scow do                |
| Consort.....           | 110                           | do 25....                 | 16 20       | 1 28                                   | do do                  |
| Dawn.....              | 40                            | do 25....                 | 20 20       | 6 60                                   | Screw do               |
| Chemong.....           | 400                           | do 27....                 | 103 23      | 8 24                                   | Barge do               |
| Poloma.....            | 700                           | do 28....                 | 121 50      | 9 76                                   | do do                  |
| Esturion.....          | 325                           | do 27....                 | 118 36      | 17 44                                  | Paddle do              |
| Beaubocage.....        | 150                           | do 28....                 | 129 00      | 18 32                                  | do do                  |

STEAM Vessels inspected, &c.—East Ontario Division—*Continued.*

| Name of Vessel.       | Number of Passengers allowed. | Date Certificate expires. | Gross Tons. | Tonnage Dues and Inspection Fees paid. | Remarks.                   |
|-----------------------|-------------------------------|---------------------------|-------------|--|----------------------------|
|                       |                               | 1892.                     |             | \$ cts.                                |                            |
| Maple Leaf.....       | 70                            | July 27...                | 26·08       | 7 08                                   | Screw, passenger.          |
| Princess Louise.....  | 100                           | Aug. 19...                | 26·36       | 7 08                                   | do do                      |
| Grenada.....          | 175                           | do 19...                  | 57·00       | 9 56                                   | do do                      |
| Ivy.....              |                               | Not issued..              | 7·43        | 5 56                                   | do No certificated master. |
| Alaska.....           | 100                           | Aug. 21...                | 48·74       | 8 92                                   | do passenger.              |
| Alert.....            | 40                            | do 21...                  | 49·83       | 9 00                                   | do do                      |
| Billow.....           | 175                           | do 26...                  | 40·00       | 3 20                                   | Scow do                    |
| Tropic.....           | 35                            | do 28...                  | 8·86        | 5 72                                   | Screw do                   |
| Nora.....             | 35                            | April 15...               | 28·13       | 7 24                                   | do do                      |
| Rescue.....           |                               | Not issued..              | 52 29       | 9 16                                   | do Outfit not complete.    |
| Prince Edward.....    | Ferry ..                      | Sept. 16...               | 18·22       | 6 44                                   | Centre-wheel, ferry.       |
| Golden Eye.....       | 171                           | July 18...                | 287·60      | 31 04                                  | Paddle, passenger.         |
| City of Peterboro'... | 385                           | do 20...                  | 49·50       | 3 96                                   | Scow do                    |
| Otonabee.....         | 200                           | do 20...                  | 49·00       | 3 92                                   | do do                      |
| Total.....            |                               |                           | 13747·18    | 1,505 78                               |                            |

THOMAS DONNELLY,  
*Steamboat Inspector.*

## STEAM Vessels not inspected for the year ended 31st December, 1891.

## EAST ONTARIO DIVISION.

| Name of Vessel. | Gross Tonnage. | Registered Tonnage. | Dues and Fees. | Remarks.<br>—<br>Why not inspected and class of Vessel. |
|-----------------|----------------|---------------------|----------------|---|
| Utica.....      | 52·00          | 39·00               | None .....     | Not employed, passenger.                                |
| Pioneer.....    | 28·07          | 19·09               | do .....       | do do   |
| Mary Ethel..... | 98·61          | 56·13               | do .....       | do centre-wheel ferry.                                  |
| Total.....      | 178·68         | 114·22              |                |   |

THOMAS DONNELLY,  
*Steamboat Inspector, East Ontario Division.*

STEAM Vessels inspected for the year ended 31st December, 1891.

## MONTREAL DIVISION.

| Name of Vessel.      | Number of Passengers allowed. | Date Certificate expires. | Gross Tons. | Tonnage Dues and Inspection Fees paid. | Remarks.                |
|----------------------|-------------------------------|---------------------------|-------------|--|-------------------------|
|                      |                               | 1892.                     |             | \$ cts.                                |                         |
| Welshman.....        | Crew...                       | April 25....              | 143         | 16 44                                  | Screw, freight.         |
| Longueuil .....      | 850                           | do 27....                 | 365         | 37 20                                  | Ferry, steamer, paddle. |
| Charlotte.....       | Crew...                       | do 27....                 | 59          | 9 72                                   | Screw, tug.             |
| Union.. ..           | 40                            | do 28....                 | 75          | 11 00                                  | do passenger.           |
| Ottawa.....          | 200                           | do 28...                  | 116         | 17 28                                  | Paddle do               |
| H. F. Bronson.....   | Crew...                       | do 28....                 | 72          | 10 76                                  | Screw, tug.             |
| Dauntless.....       | do ...                        | do 28....                 | 342         | 32 36                                  | Paddle do               |
| H. Robinson.. ..     | do ...                        | do 28...                  | 61          | 9 88                                   | Screw do                |
| Pattie.....          | do ...                        | do 29 ...                 | 272         | 26 76                                  | Paddle do               |
| J. L. Murphy.....    | do ...                        | do 30....                 | 173         | 18 84                                  | Screw do                |
| G. H. Pesley .....   | do ...                        | do 30....                 | 102         | 13 16                                  | do do                   |
| Pembroke .....       | do ...                        | do 30 ...                 | 162         | 17 96                                  | Paddle do               |
| Albert.....          | do ...                        | May 1...                  | 217         | 22 36                                  | do do                   |
| Monitor .....        | do ...                        | do 1. ...                 | 333         | 32 64                                  | do do                   |
| G. B. Pattee .....   | do ...                        | do 1....                  | 30          | 7 40                                   | Screw do                |
| E. Davis.....        | 25                            | do 1....                  | 37          | 7 96                                   | do passenger.           |
| Janet Craig.....     | 50                            | do 2....                  | 12          | 5 96                                   | do do                   |
| Mansfield.....       | 50                            | do 3....                  | 121         | 17 68                                  | do do                   |
| Archie Stewart.....  | Crew...                       | do 4....                  | 80          | 11 40                                  | do tug.                 |
| G. A. Harris.....    | do ...                        | do 4. ...                 | 87          | 11 96                                  | do do                   |
| Ada .....            | do ...                        | do 4....                  | 28          | 7 24                                   | do do                   |
| Empress.....         | do ...                        | do 5....                  | 677         | 62 16                                  | Paddle, passenger.      |
| Dolphine .....       | do ...                        | do 5....                  | 70          | 10 60                                  | Screw, tug.             |
| G. H. Notter.....    | do ...                        | do 5....                  | 14          | 6 12                                   | do do                   |
| 1000 I. Rambler..... | 50                            | do 5....                  | 20          | 6 60                                   | do passenger.           |
| E. G. Laverdure ...  | 100                           | do 5....                  | 54          | 9 32                                   | do do                   |
| Birdie Jones... ..   | 22                            | do 6....                  | 2           | 5 16                                   | do do                   |
| Ottie.....           | Crew...                       | do 6....                  | 5           | 5 40                                   | Screw, pleasure yacht.  |
| Sir Hector .....     | do ...                        | do 6....                  | 40          | 8 20                                   | do tug.                 |
| John Heney .....     | do ...                        | do 6. ...                 | 19          | 6 52                                   | do do                   |
| Monarque.....        | do ...                        | do 8....                  | 136         | 15 88                                  | Paddle do               |

STEAM Vessels inspected for the year ended 31st December, 1891—*Continued.*

## MONTREAL DIVISION.

| Name of Vessel.      | Number of Passengers allowed. | Date Certificate expires. | Gross Tons. | Tonnage Dues and Inspection Fees paid. | Remarks.   |
|----------------------|-------------------------------|---------------------------|-------------|--|--|
|                      |                               | 1892.                     |             | \$ cts.                                |  |
| Antelope .....       | Crew...                       | May 8...                  | 82          | 11 56                                  | Screw, pleasure yacht.                                   |
| Florence .....       | do ...                        | do 9...                   | 62          | 9 96                                   | do do  |
| E. B. Eddy.....      | do ...                        | do 9...                   | 72          | 10 76                                  | do do  |
| Laprairie.....       | 999                           | do 13...                  | 523         | 49 84                                  | Paddle, ferry, Montreal and Laprairie.                   |
| Coban .....          | 40                            | do 16...                  | 1,063       | 93 04                                  | Screw, passenger and freight, Montreal and Newfoundland. |
| Filgate .....        | 658                           | do 20...                  | 263         | 29 04                                  | Paddle, passenger.                                       |
| Cuba.....            | 125                           | do 23...                  | 931         | 82 48                                  | Screw, freight and passenger.                            |
| Agnes McMahon...     | Crew...                       | do 23...                  | 82          | 11 56                                  | do tug.  |
| Nosbonsing.....      | do ...                        | do 24...                  | 25          | 7 00                                   | do do  |
| Booth .....          | do ...                        | do 24...                  | 234         | 23 72                                  | Paddle do  |
| Sparrow .....        | do ...                        | do 24...                  | 25          | 7 00                                   | Screw do   |
| Minnie Bell. ....    | do ...                        | do 26...                  | 22          | 6 76                                   | do do  |
| Pearl .....          | do ...                        | do 26...                  | 5           | 5 40                                   | do yacht.  |
| Vesta .....          | do ...                        | do 26...                  | 14          | 6 12                                   | do do  |
| Grain Elevator No. 9 | do ...                        | do 28...                  | 172         | 18 76                                  | do   |
| do do 11             | do ...                        | do 28...                  | 169         | 18 52                                  | do   |
| do do 12             | do ..                         | do 28...                  | 183         | 19 64                                  | do   |
| do do 7              | do ...                        | do 28...                  | 170         | 18 60                                  | do   |
| do do 6              | do ...                        | do 28...                  | 170         | 18 60                                  | do   |
| Maude .....          | 350                           | do 29...                  | 269         | 29 52                                  | Paddle, passenger.                                       |
| Princess .....       | 445                           | do 29...                  | 579         | 54 32                                  | do do  |
| Prince of Wales..... | 500                           | do 29...                  | 610         | 56 80                                  | do do  |
| Alma Munro. ....     | 125                           | do 29...                  | 891         | 79 28                                  | Screw, freight.  |
| Ida .....            | 25                            | June 1...                 | 247         | 27 76                                  | do do  |
| Hiram Easton .....   | Crew...                       | do 2...                   | 34          | 7 72                                   | do tug.  |
| John R. Booth .....  | do ...                        | do 3...                   | 132         | 15 56                                  | do do  |
| Grain Elevator No. 1 | do ...                        | do 4...                   | 83          | 11 64                                  | do   |
| do do 10             | do ...                        | do 4...                   | 173         | 18 84                                  | do   |
| Harry Bate.....      | do ...                        | do 4...                   | 254         | 28 32                                  | do freight.  |
| Gatineau .....       | 300                           | do 8...                   | 293         | 31 44                                  | Paddle, passenger.                                       |
| Olive.....           | 200                           | do 9...                   | 213         | 25 04                                  | Screw, passenger.  |



STEAM Vessels inspected, &c.—Montreal Division—*Continued.*

| Name of Vessel.     | Number of Passengers allowed. | Date Certificate expires. | Gross Tons. | Tonnage Dues and Inspection Fees paid. | Remarks.                      |
|---------------------|-------------------------------|---------------------------|-------------|--|-------------------------------|
|                     |                               | 1892.                     |             | \$ cts.                                |                               |
| Spoon Dredge No. 4. | Crew...                       | Jan. 12....               | 100         | 13 00                                  |                               |
| St. Peter.....      | do ..                         | do 12....                 | 43          | 8 44                                   | Screw ; Montreal harbour tug. |
| Spoon Dredge No. 7. | do ..                         | do 12....                 | 100         | 13 00                                  |                               |
| Plover.....         | do ..                         | do 12....                 | 43          | 8 44                                   | do do                         |
| Sovereign.....      | 700                           | do 13....                 | 637         | 58 96                                  | Side-wheel, passenger.        |
| Winderness.....     | Crew...                       | do 16....                 | 35          | 7 80                                   | Screw, pleasure yacht.        |
| Nanca.....          | do ..                         | do 16....                 | 30          | 7 40                                   | do do                         |
| Cultivateur.....    | 100                           | do 17....                 | 152         | 20 16                                  | Centre-wheel, ferry.          |
| Reliance.....       | 50                            | do 19....                 | 78          | 11 24                                  | Paddle, passenger.            |
| W. F. Logie.....    | Crew...                       | do 20....                 | 17          | 6 36                                   | Screw ; Montreal harbour tug. |
| Georgiana.....      | do ..                         | do 20....                 | 53          | 9 24                                   | do do                         |
| St. Louis.....      | do ..                         | do 22....                 | 34          | 7 72                                   | do do                         |
| Dredge No. 2.....   | do ..                         | do 22....                 | 100         | 13 00                                  | do do                         |
| do 1.....           | do ..                         | do 22....                 | 100         | 13 00                                  | do do                         |
| do 3.....           | do ..                         | do 22....                 | 100         | 13 00                                  | do do                         |
| Spoon Dredge No. 1. | do ..                         | do 22....                 | 100         | 13 00                                  | do do                         |
| Ishamay.....        | do ..                         | do 22....                 | 7           | 5 56                                   | Screw, pleasure yacht.        |
| High Rock.....      | do ..                         | do 23....                 | 7           | 5 56                                   | Screw, tug.                   |
| Montmorency ..      | do ..                         | do 23....                 | 18          | 6 44                                   | do                            |
| Squan.....          | do ..                         | do 23....                 | 22          | 6 76                                   | do                            |
| Agnes.....          | 50                            | do 23....                 | 29          | 7 32                                   | Screw, passenger.             |
| River Bell.....     | Crew...                       | do 24....                 | 14          | 6 12                                   | Screw, tug.                   |
| Rockland.....       | do ..                         | do 24....                 | 78          | 11 24                                  | do                            |
| Aid.....            | do ..                         | do 24....                 | 25          | 7 00                                   | Paddle, tug.                  |
| Mouche-à-Feu ..     | 50                            | do 24....                 | 20          | 6 60                                   | Paddle, passenger.            |
| Bonito.....         | 30                            | do 24....                 | 17          | 6 36                                   | Screw, passenger.             |
| Glide.....          | 100                           | do 25....                 | 80          | 11 40                                  | do                            |
| John.....           | 50                            | do 25....                 | 35          | 7 80                                   | Paddle, passenger.            |
| Belmont.....        | 320                           | do 26....                 | 133         | 18 64                                  | do                            |
| T. H. Nasmith....   | Crew...                       | June 27...                | 49          | 8 92                                   | Screw ; Montreal harbour tug. |
| Calumet.....        | do ..                         | do 27....                 | 40          | 8 20                                   | do do                         |
| Silver Spray.....   | do ..                         | July 2....                | 130         | 15 40                                  | do do                         |

STEAM Vessels inspected, &c.—Montreal Division—*Continued.*

| Name of Vessel.       | Number of Passengers allowed. | Date Certificate expires. | Gross Tons. | Tonnage Dues and Inspection Fees paid. | Remarks.                             |
|-----------------------|-------------------------------|---------------------------|-------------|--|--------------------------------------|
|                       |                               | 1892.                     |             | \$ cts.                                |                                      |
| Garnet.....           | 242                           | July 3....                | 152         | 20 16                                  | Paddle, passenger.                   |
| Chaffey.....          | 50                            | do 4....                  | 42          | 8 36                                   | Screw, passenger.                    |
| Swan.....             | 60                            | do 6....                  | 24          | 6 92                                   | do                                   |
| Dandy.....            | Crew...                       | do 6....                  | 46          | 8 68                                   | Screw, tug.                          |
| Owens.....            | do ..                         | do 6....                  | 156         | 17 48                                  | Paddle, tug.                         |
| Tim Doyle.....        | do ..                         | do 10....                 | 20          | 6 60                                   | Screw, tug.                          |
| Lady of the Lake....  | 700                           | do 13....                 | 607         | 56 56                                  | Paddle, passenger, Lake Magog.       |
| John A.....           | Crew...                       | do 14....                 | 19          | 6 52                                   | Screw, tug.                          |
| Mayflower.....        | 75                            | do 14....                 | 18          | 6 44                                   | Screw, passenger.                    |
| Alexandria.....       | Crew...                       | do 15....                 | 53          | 9 24                                   | Screw, pleasure yacht.               |
| Charlemagne.....      | do ..                         | do 18....                 | 76          | 11 08                                  | Screw, tug.                          |
| Rigeaud.....          | do ..                         | do 21....                 | 46          | 8 68                                   | do                                   |
| Wm. Paul.....         | do ..                         | do 22....                 | 7           | 5 56                                   | do                                   |
| Gertie.....           | do ..                         | do 22....                 | 17          | 6 36                                   | do                                   |
| W. C. Francis.....    | do ..                         | do 27....                 | 37          | 7 96                                   | do                                   |
| Cacouna.....          | do ..                         | do 28....                 | 1,451       | 124 08                                 | Screw, freight; Montreal & Saguenay. |
| Volunteer.....        | do ..                         | Aug. 3....                | 5           | 5 40                                   | Screw, pleasure yacht.               |
| John Fraser.....      | 100                           | do 4....                  | 118         | 17 44                                  | Paddle, passenger.                   |
| Meteor.....           | 125                           | do 5....                  | 132         | 18 56                                  | Screw, passenger.                    |
| Clyde.....            | 60                            | do 6....                  | 29          | 7 32                                   | do                                   |
| Argo.....             | 100                           | do 6....                  | 154         | 17 32                                  | Paddle, passenger.                   |
| D. A. Martin.....     | Crew...                       | do 6....                  | 47          | 8 76                                   | Screw, passenger.                    |
| Toneata.....          | 35                            | do 7....                  | 14          | 6 12                                   | do                                   |
| Emerrillon.....       | 25                            | do 7....                  | 15          | 6 20                                   | do                                   |
| Charlotte.....        | 25                            | do 7....                  | 14          | 6 12                                   | do                                   |
| Mattawan.....         | 60                            | do 7....                  | 22          | 6 76                                   | do                                   |
| H. Bonnefant.....     | 25                            | do 12....                 | 22          | 6 76                                   | do                                   |
| St. Ann.....          | Crew...                       | Aug. 18..                 | 25          | 7 00                                   | Screw, tug.                          |
| Grain Elevator No. 13 | do ...                        | do 26..                   | 178         | 19 24                                  | do                                   |
| do 14                 | do ...                        | do 26..                   | 181         | 19 48                                  | do                                   |
| do 4                  | do ...                        | Sept. 8..                 | 188         | 20 04                                  | do                                   |
| Shickluna.....        | do ...                        | do 11..                   | 66          | 10 28                                  | do                                   |

STEAM Vessels inspected, &c. —Montreal Division—*Continued.*

| Name of Vessels.     | Number of Passengers allowed. | Date Certificate expires. | Gross Tons. | Tonnage Dues and Inspection Fees paid. | Remarks.   |
|----------------------|-------------------------------|---------------------------|-------------|--|--|
|                      |                               | 1892.                     |             | \$ cts.                                |  |
| Hudson .....         | Crew...                       | Sept. 16..                | 158         | 17 64                                  | Paddle, tug.   |
| Bonavista .....      | 50                            | do 17..                   | 1,306       | 112 48                                 | Screw, freight and passenger, Montreal and St. John, Nfld. |
| Eljm. ....           | Crew...                       | do 18..                   | 108         | 13 64                                  | Screw, tug.  |
| Hall .....           | 300                           | do 24..                   | 247         | 27 76                                  | do passenger.  |
| Maggie R. King ....  | Crew...                       | Oct. 1..                  | 27          | 7 16                                   | do tug.  |
| Grain Elevator No. 1 | do ...                        | do 2..                    | 165         | 18 20                                  | do do  |
| do 5                 | do ...                        | do 2..                    | 80          | 11 40                                  | do do  |
| Denis .....          | do ...                        | do 2..                    | 14          | 6 12                                   | do do  |
| Mildred.....         | do ...                        | do 14..                   | 15          | 6 20                                   | do passengers.   |
|                      |                               |                           | 20,496      | 2,392 68                               |  |

JOHN BURGESS,  
*Steamboat Inspector.*

STREAM Vessels not inspected for the year ended 31st December, 1891.

MONTREAL DIVISION.

| Name of Vessel.        | Gross Tonnage. | Registered Tonnage. | Dues and Fees. | Remarks.                               |
|------------------------|----------------|---------------------|----------------|--|
|                        |                |                     |                | Why not inspected and class of Vessel. |
|                        |                |                     | \$ cts.        |  |
| I. O. B. ....          | 45             | 26                  | 8 60           | Laid up before inspected.              |
| D. McLaughlin. ....    | 22             | 24                  | 6 76           | do do                                  |
| Dora. ....             | 48             | 44                  | Dues not paid. | Not employed.                          |
| Lottie. ....           | 10             | 9                   | do ..          | do                                     |
| George H. Millen. .... | 11             | 7                   | do ..          | do                                     |
| Vermont. ....          | 206            | 117                 | do ..          | do                                     |
| John. ....             | 203            | 99                  | do ..          | do                                     |
| C. Anderson. ....      | 105            | 64                  | do ..          | do                                     |
| Chipmunk. ....         | 20             | 13                  | do ..          | do                                     |
| Mountain Maid. ....    | 118            | 62                  | do ..          | do                                     |
| Percy. ....            | 7              | 5                   | do .           | do                                     |
| H. M. Mixer. ....      | 21             | 9                   | do ..          | do                                     |
| Transfer. ....         | 619            | 395                 | do ..          | do                                     |
| Dansherada. ....       | 46             | 31                  | do ..          | do                                     |
| Castor. ....           | 54             | 36                  | do ..          | do                                     |
| Powerful. ....         | 254            | 160                 | do ..          | do                                     |
| J. K. Ward. ....       | 23             | 15                  | do ..          | do                                     |
| Sandy. ....            | 29             | 20                  | do ..          | do                                     |
|                        | 1,841          | 1,133               | 15 36          |  |

JOHN BURGESS,  
Steamboat Inspector.

## STEAM Vessels Inspected for the year ended 31st December, 1891.

## QUEBEC DIVISION.

| Name of Vessel.               | Number of Passengers allowed. | Date Certificate expires. | Gross Tons. | Tonnage Dues and Inspection Fees paid.                    | Remarks.                                      |
|-------------------------------|-------------------------------|---------------------------|-------------|---|---|
|                               |                               |                           |             | \$ cts.   |   |
| Paribonka, for the year 1888. | 289                           | Not certified             | 144         | 10 76   | Paddle, passenger, on Lake St. John.          |
| Paribonka, for the year 1889. | 289                           | do                        | 144         | 19 52   | do do do                                      |
| Paribonka, for the year 1890. | 289                           | do                        | 144         | 19 52   | do do do                                      |
| Undine, for the year 1890.    | 40                            | do 1891.                  | 17          | 9 36  | Screw, passenger, Roberval and Gde. Deschene. |
| Ida, for the year 1890        | Nov. 25                       | 5                         | 5 40        | Screw, Quebec harbour tug.                                |   |
| Diver                         | do 25                         | 85                        | 11 80       | do wrecking schooner.                                     |   |
| Lévis                         | do 25                         | 156                       | 20 48       | do ferry, Quebec and St. Romuald.                         |   |
| Miramichi                     | do 25                         | 727                       | 66 16       | do passenger, Quebec and Pictou.                          |   |
| Contest                       | Not certified 1892.           | 231                       | 26 48       | Paddle, mail tender, Rimouski.                            |   |
| Rivière du Loup               | Aug. 12. 1891.                | 173                       | 21 84       | do ferry, Boucherville and L'Assomption.                  |   |
| Sorel                         | Nov. 25                       | 158                       | 20 64       | do ferry, Sorel and St. Thomas.                           |   |
| Mouche-à-feu                  | do 25                         | 214                       | 25 12       | do do Sorel and Berthier.                                 |   |
| Terrebonne                    | do 25                         | 601                       | 56 08       | do passenger, Montreal and Contrecoeur.                   |   |
| Berthier                      | do 25                         | 1,101                     | 96 08       | do passenger, Montreal and Three Rivers.                  |   |
| Chambly                       | do 25                         | 647                       | 59 76       | do passenger, Montreal and Chambly.                       |   |
| Quebec                        | do 25                         | 3,056                     | 252 48      | do passenger, Quebec and Montreal.                        |   |
| Canada                        | do 25                         | 2,009                     | 168 72      | do passenger, Montreal and Chicoutimi.                    |   |
| Hochelaga                     | do 25                         | 418                       | 41 44       | do ferry, Hochelaga and Boucherville.                     |   |
| Polino                        | Dec. 1                        | 807                       | 72 56       | Screw, passenger and freight, Montreal and foreign ports. |   |
| Bohemian                      | Nov. 25                       | 1,138                     | 99 04       | Paddle, passenger, Montreal and Cornwall.                 |   |
| Trois Rivières                | do 25                         | 1,710                     | 144 80      | do passenger, Montreal and Quebec.                        |   |
| Cultivateur                   | do 25                         | 362                       | 36 96       | do passenger, Montreal and Sorel.                         |   |
| South                         | do 25                         | 349                       | 35 92       | do ferry, Quebec and Lévis.                               |   |
| North                         | do 25                         | 289                       | 31 12       | do do do  |   |
| Otter                         | Dec. 1                        | 198                       | 23 84       | Screw, passenger and freight, Quebec and gulf ports.      |   |
| Beaver                        | do 10                         | 147                       | 19 76       | do passenger and freight, Montreal and Gaspé.             |   |
| Hubert Larkin                 |                               | 49                        | 8 92        | do Quebec harbour tug.                                    |   |
| Stormy Petrel                 | Fee not paid                  |                           |             | do do do  |   |
| Etoile                        | Nov. 25                       | 560                       | 52 80       | Paddle, passenger, Quebec and St. Jean Deschailion.       |   |
| St. Louis                     | do 25                         | 428                       | 42 24       | do passenger, Quebec and St. Jean Deschailion.            |   |
| St. Croix                     | do 25                         | 455                       | 43 60       | do Quebec and St. Croix.                                  |   |

STEAM Vessels Inspected, &c.—Quebec Division—*Continued.*

| Name of Vessel.        | Number of Passengers allowed. | Date Certificate expires. | Gross Tons. | Tonnage Dues and Inspection Fees paid. | Remarks.  |
|------------------------|-------------------------------|---------------------------|-------------|--|---|
|                        |                               | 1891.                     |             | \$ cts.                                |   |
| Algerian .....         | 400                           | Nov. 25 ...               | 912         | 81 00                                  | Paddle, passenger, Montreal and Toronto.        |
| Passport .....         | 400                           | do 25....                 | 1,034       | 90 72                                  | do passenger, Montreal and Toronto.             |
| Magnet .....           | 735                           | do 25....                 | 1,029       | 90 32                                  | do ferry, Montreal and Island of St. Helen.     |
| Corinthian .....       | 400                           | do 25....                 | 1,062       | 82 96                                  | do passenger, Toronto, Montreal and Chicoutimi. |
| Thornholm .....        |                               | 1892.<br>June 1....       | 1,816       | 153 28                                 | Screw, freight, Montreal and Sydney.            |
| Lake .....             |                               | do 1....                  | 145         | 16 60                                  | do gulf and river tug.                          |
| Brothers .....         | 526                           | 1891.<br>Nov. 25....      | 262         | 28 96                                  | Paddle, passenger, Quebec and St. Ann.          |
| Montmagny .....        | 516                           | do 25....                 | 351         | 36 08                                  | do passenger, Quebec and Berthier below.        |
| Orleans .....          | 475                           | do 25....                 | 181         | 22 48                                  | Screw, ferry, Quebec and Island of Orleans.     |
| Anna McGee .....       |                               | do 25....                 | 60          | 9 80                                   | do wrecking schooner.                           |
| Saguenay .....         | 773                           | do 25....                 | 687         | 62 96                                  | Paddle, passenger, Quebec and Chicoutimi.       |
| Frank .....            |                               |                           | 58          | 9 64                                   | Stern wheel, river tug.                         |
| Jacques Cartier .....  | 300                           | do 25....                 | 143         | 19 44                                  | Paddle, passenger, Quebec and Chicoutimi.       |
| Florence .....         |                               |                           | 133         | 15 64                                  | Screw, wrecking schooner.                       |
| Pilot .....            | 350                           | 1892.<br>Sept. 18....     | 426         | 42 08                                  | do winter ferry, Quebec and Lévis.              |
| Ida .....              |                               | 1891.<br>Nov. 25....      | 26          | 7 08                                   | do harbour tug.                                 |
| Mersey .....           |                               | do 25....                 |             |  | do do   |
| Lord Stanley .....     |                               | do 25....                 | 276         | 30 08                                  | do gulf and river tug.                          |
| Victor .....           |                               | do 25....                 | 35          | 7 80                                   | do Quebec harbour tug.                          |
| Aurelia .....          |                               | do 25....                 | 32          | 7 56                                   | do do do  |
| Dauntless .....        |                               | do 25....                 | 81          | 11 48                                  | do do do  |
| Lady Belleau .....     |                               | do 25....                 | 81          | 11 48                                  | do wrecking schooner.                           |
| Conqueror .....        |                               | do 25....                 | 233         | 23 64                                  | do gulf and river tug.                          |
| Jessie R. Souter ..... | Fee not                       | paid for this year....    |             |  | do Quebec harbour tug.                          |
| Hope .....             |                               | Dec. 25....               | 20          | 6 60                                   | do do do  |
| Randolph .....         |                               | do 25....                 | 16          | 6 28                                   | do do do  |
| Hunkeedore .....       | Fee not                       | paid for this year....    |             |  | do do do  |
| Osprey .....           |                               | Dec. 25....               | 10          | 5 80                                   | do do do  |
| Flora .....            |                               | do 25....                 | 50          | 9 00                                   | do do do  |
| Newfoundland .....     |                               | 1892.<br>June 1....       | 918         | 81 44                                  | do freight, Montreal and Sydney.                |
| Two Brothers .....     |                               | 1891.<br>Dec. 25....      | 23          | 6 84                                   | do Quebec harbour tug.                          |

STEAM Vessels inspected, &c.—Quebec Division—*Continued.*

| Name of Vessel.    | Number of Passengers allowed. | Date Certificate expires. | Gross Tons. | Tonnage Dues and Inspection Fees paid. | Remarks.   |
|--------------------|-------------------------------|---------------------------|-------------|--|--|
|                    |                               | 1891.                     |             | \$ cts.                                |  |
| St. George.....    | Crew.....                     | Nov. 25....               | 13          | 6 04                                   | Screw, harbour tug.                                    |
| St. Roch.....      | do .....                      | do 25....                 | 18          | 6 44                                   | do do  |
| Montreal.....      | 800                           | do 25....                 | 2,211       | 184 88                                 | Paddle, passenger, Quebec and Montreal.                |
| Rhoda.....         | Crew.....                     | do 25....                 | 182         | 19 56                                  | Paddle, Quebec harbour and river tug.                  |
| Beaver.....        | do .....                      | do 25....                 | 273         | 26 84                                  | Side-wheel, river tug.                                 |
| Commodore Holiwell | do .....                      | do 25....                 | 10          | 5 80                                   | Screw, harbour tug.                                    |
| Fairy.....         | do .....                      | do 25....                 | 16          | 6 28                                   | do do  |
| Mayflower.....     | do .....                      | do 25....                 | 13          | 6 04                                   | do do  |
| Five Brothers..... | do .....                      | do 25....                 | 10          | 5 80                                   | do do  |
| John Young.....    | do .....                      | do 25....                 | 163         | 18 04                                  | Paddle, river tug.                                     |
| L'Ami.....         | .....                         | Fee not paid              | .....       | .....                                  | Screw, harbour tug.                                    |
| Blandford.....     | Crew.....                     | Nov. 25 ..                | 65          | 10 20                                  | Paddle, river tug.                                     |
| C. H. Parnell..... | do .....                      | do 25....                 | 17          | 6 36                                   | Screw, harbour tug.                                    |
| Acadian.....       | Freight...                    | 1892.<br>June 1. ...      | 931         | 79 48                                  | do freight, Montreal and Pictou.                       |
| Batiscan.....      | Crew.....                     | 1891.<br>Nov. 25....      | 40          | 8 20                                   | Side-wheel, river tug.                                 |
| Relief.....        | do .....                      | do 25....                 | 381         | 35 48                                  | Screw, gulf and river tug.                             |
| Alma.....          | Not registered ; tied up      | 1892.                     | .....       | .....                                  | do river tug.  |
| Albani.....        | Crew.....                     | July 25....               | 58          | 9 64                                   | do pleasure yacht.                                     |
| Lillie H.....      | do .....                      | 1891.<br>Nov. 25....      | 19          | 6 52                                   | do harbour tug.  |
| C. W. Jones.....   | do .....                      | do 25....                 | 38          | 8 04                                   | do do  |
| Thames.....        | 30                            | 1892.<br>July 10....      | 1,683       | 142 64                                 | do passenger and freight, Montreal and Sydney.         |
| Polaris.....       | 400                           | Sept. 19....              | 533         | 50 64                                  | do winter ferry, Quebec and Lévis.                     |
| Greetlands.....    | 80                            | July 27....               | 1,091       | 95 28                                  | do passenger and freight, Montreal and St. John, Nfld. |
| Como.....          | 100                           | 1891.<br>Nov. 25....      | 75          | 11 00                                  | Paddle, ferry, Three Rivers and Nicolet.               |
| Lena.....          | For the year 1886..           | .....                     | 22          | 5 88                                   | Screw, river tug ; paid for 1886.                      |
| Gagnon.....        | Not registered                | .....                     | .....       | .....                                  | do pleasure yacht.                                     |
| Bourgeois.....     | 200                           | 1892.<br>Aug. 14....      | 170         | 21 60                                  | Paddle, ferry, Three Rivers and St. Grégoire.          |
| Glacial.....       | 145                           | do 14....                 | 109         | 16 72                                  | Screw, ferry, Three Rivers and Ste. Angèle.            |
| Lucie.....         | .....                         | Laid up....               | 25          | 14 00                                  | Stern-wheel, river tug ; paid for 2 years.             |
| St. George.....    | Crew.....                     | 1891.<br>Nov. 25....      | .....       | 14 80                                  | Side-wheel, river tug ; paid for 2 years.              |
| Arthur.....        | Fee not paid ; laid up..      | .....                     | .....       | .....                                  | Side-wheel, river tug.                                 |
| Maud.....          | Crew.....                     | .....                     | 50          | 9 00                                   | do do  |

STEAM Vessels inspected, &c.—Quebec Division—*Concluded.*

| Name of Vessel.    | Number of Passengers allowed. | Date Certificate expires. | Gross Tons. | Tonnage Dues and Inspection Fees paid. | Remarks.  |
|--------------------|-------------------------------|---------------------------|-------------|--|---|
|                    |                               | 1891.                     |             | \$ cts.                                |   |
| Doucet .....       |                               |                           |             |  | Screw, steam yacht.                                   |
| Pilgrim.....       | 455                           | 1891.<br>Nov. 25....      | 262         | 28 96                                  | Paddle, passenger, Quebec and St. Nicholas.           |
| Activity.....      | Crew .....                    |                           | 15          | 6 20                                   | Screw, harbour tug.                                   |
| Vega.....          | 250                           | 1891.<br>Nov. 25....      | 132         | 18 56                                  | Screw, ferry, Quebec and Island of Orleans.           |
| Albion .....       | Crew .....                    |                           | 7           | 5 56                                   | Screw, river tug ; paid for 1890.                     |
| Isle aux Noix..... |                               | Fee not paid              |             |  | do river tug.   |
| Champion.....      |                               | do<br>1892.               |             |  | do gulf and river tug.                                |
| Queen.....         | 350                           | Sept. 19....              | 367         | 37 36                                  | do winter ferry, Quebec and Lévis.                    |
| Cultivateur.....   | 750                           | 1891.<br>Nov. 25....      | 362         | 36 96                                  | Paddle, passenger, Montreal and Sorel.                |
| Ida.....           | Crew .....                    | Fee not paid              |             |  |   |
| Swan.....          | do .....                      | do                        |             |  |   |
| Paribonka.....     | 289                           | Certificate not issued.   | 144         | 19 52                                  | Paddle, passenger, on Lake St. John.                  |
| Undine.....        | 40                            | do<br>1891.               | 17          | 9 36                                   | Screw do Roberval and Grande Décharge, Lake St. John. |
| Thor.....          | Crew .....                    | Nov. 25....               | 322         | 30 76                                  | Paddle, river tug.                                    |
| Kinogami.....      | do .....                      | do 25....                 | 21          | 6 68                                   | Screw do  |
| Forest.....        | do .....                      | do 25....                 | 26          | 7 08                                   | do do   |
| Admiral.....       | 350                           | 1892.<br>Oct. 1....       | 682         | 62 56                                  | Paddle, passenger, Dalhousie and Gaspé.               |
| Vulcan.....        | 40                            | do 1....                  | 22          | 6 76                                   | Screw, ferry, Dalhousie and Flouret.                  |
| Frances.....       | 60                            | do 1....                  | 19          | 6 52                                   | Paddle do Campbellton and Cross Point.                |
| Christiana.....    | Crew .....                    | 1891.<br>Nov. 25....      | 57          | 9 56                                   | Paddle, river tug.                                    |
| Oak Bay.....       | do .....                      | do 25....                 | 27          | 7 16                                   | do do   |
| McNaughton.....    | do .....                      | do 25....                 | 137         | 15 96                                  | Screw, gulf and river tug.                            |
| Swallow.....       | do .....                      | do 25....                 | 9           | 5 72                                   | do harbour tug.                                       |
| Anglesea.....      | do .....                      | do 25....                 | 153         | 17 24                                  | Side-wheel, gulf and river tug.                       |
| Alminda.....       | do .....                      | do 25....                 | 11          | 5 88                                   | Screw, river tug.                                     |
| Marie Louise.....  | do .....                      | Fee not paid              |             |  | Side-wheel, river tug.                                |
| St. Louis.....     | do .....                      | do<br>1891.               |             |  | Screw, river tug.                                     |
| Belle.....         | do .....                      | Nov. 25....               | 51          | 9 08                                   | do do   |
| Asilda.....        | do .....                      | do 25....                 | 24          | 6 92                                   | do do   |
| Ed. Arpin.....     | 25                            | do 25....                 | 5           | 5 40                                   | do passenger, yacht.                                  |
| Canadian.....      | Crew .....                    | do 25....                 | 26          | 7 08                                   | do river tug.   |
| Richelieu.....     | do .....                      | do 25....                 | 33          | 7 64                                   | do do   |



STEAM Vessels inspected, &c.—Quebec Division—*Continued.*

| Name of Vessel. | Number of Passengers allowed. | Date Certificate expires. | Gross Tons. | Tonnage Dues and Inspection Fees paid. | Remarks.           |
|-----------------|-------------------------------|---------------------------|-------------|--|--------------------|
|                 |                               | 1891.                     |             | \$ cts.                                |                    |
| James.....      | Crew.....                     | Nov. 25 ...               | 125         | 15 00                                  | Paddle, river tug. |
| Rodolphe.....   | do .....                      | do 25....                 | 116         | 14 28                                  | do do              |
| Vesta.....      | do .....                      | do 25....                 | 4           | 5 32                                   | Screw do           |
| Lena.....       | For the year                  | 1887. ....                | 22          | 5 88                                   | do do              |
| do .....        | do .....                      | 1888. ....                | 22          | 5 88                                   | do do              |
| do .....        | do .....                      | 1889. ....                | 22          | 6 76                                   | do do              |
| do .....        | do .....                      | 1890. ....                | 22          | 6 74                                   | do do              |
| Total.....      |                               |                           | 38,093.5    | 3,799 88                               |                    |

JOS. SAMSON,  
*Inspector.*

## STEAM VESSELS not inspected for the year ended 31st December, 1891.

| Name of Vessel.     | Gross Tonnage. | Registered Tonnage. | Dues and Fees. | Remarks.<br>—<br>Why not inspected and class of Vessel. |
|---------------------|----------------|---------------------|----------------|---|
|                     |                |                     | \$ cts.        |   |
| Maggie Bell.....    | 372            | 226                 | Not paid..     | Not received.   |
| Patrick Murphy..... | 10             | 4                   | do ..          | do  |
| Robert Stoker ..    | 14             | 2                   | do ..          | do  |
| W. Ross.....        | 14             | 10                  | do ..          | do  |
| Dot.....            | 10             | 1                   | do ..          | do  |
| Chicoutimi .....    |                |                     | do ..          | Not registered and not received.                        |
| Victory .....       | 55             | 37                  | do ..          | Not received.   |
| Lena .....          | 22             |                     | do ..          | do  |
| Jehanne B. ....     | 17             | 9                   | do ..          | do  |
|                     | 514            | 289                 |                |   |

JOS. SAMSON,  
*Steamboat Inspector.*

STEAM VESSELS inspected for the year ended 31st December, 1891.

## QUEBEC AND MONTREAL DIVISION.

| Name of Vessel.       | Number of Passengers allowed. | Date Certificate expires. | Gross Tons. | Tonnage Dues and Inspection Fees paid. | Remarks.  |
|-----------------------|-------------------------------|---------------------------|-------------|--|---|
|                       |                               | 1891.                     |             | \$ cts.                                |   |
| Chambly .....         | 600                           | Nov. 25....               | 647         | 59 76                                  | Paddle, passenger, Montreal and Chambly.              |
| Mouch-à-feu .....     | 300                           | do 25....                 | 214         | 25 12                                  | Paddle, ferry, Sorel and Berthier.                    |
| Goul .....            | 300                           | do 25....                 | 158         | 20 64                                  | do Sorel and St. Thomas.                              |
| Canada .....          | 800                           | do 25....                 | 2,009       | 168 72                                 | Paddle, passenger, Montreal and Chicoutimi.           |
| Berthier .....        | 700                           | do 25....                 | 1,101       | 96 08                                  | Paddle, passenger, Montreal and Three Rivers.         |
| Terrebonne .....      | 450                           | do 25....                 | 601         | 56 08                                  | Paddle, passenger, Montreal and Centre-cœur.          |
| Trois-Rivières .....  | 1,000                         | do 25....                 | 1,710       | 144 80                                 | Paddle, pass., Montreal and Quebec.                   |
| Polino .....          | 30                            | Dec. 1....                | 807         | 72 56                                  | Screw, pass. and freight, Montreal and foreign ports. |
| Quebec .....          | 800                           | Nov. 25....               | 3,056       | 252 48                                 | Paddle, pass., Quebec and Montreal.                   |
| Hochelaga .....       | 775                           | do 25....                 | 418         | 41 44                                  | Paddle, ferry, Hochelaga and Boucherville.            |
| Ed. Arpin .....       | 25                            | do 25....                 | 5           | 5 40                                   | Screw yacht, Sorel and Lake St. Peter.                |
| Jacques-Cartier ..... | 300                           | do 25....                 | 143         | 19 44                                  | Paddle, pass., Quebec and Chicoutimi.                 |
| Bohemian .....        | 500                           | do 25....                 | 1,138       | 99 04                                  | do Montreal and Cornwall.                             |
| Longueuil .....       | 850                           | do 25....                 | 365         | 37 20                                  | Paddle, ferry, Montr'l and Longueuil.                 |
| Laprairie .....       | 997                           | do 25....                 | 523         | 49 84                                  | do do Laprairie.                                      |
| Alma Murow .....      | 125                           | Oct. 1....                | 891         | 79 28                                  | Screw, pass. and freight, Montreal and Chicago.       |
| Cuba .....            | 125                           | do 1....                  | 931         | 82 48                                  | do do do  |
| Princess .....        | 443                           | Nov. 25....               | 579         | 54 32                                  | Paddle, pass., Montreal and Carillon.                 |
| Maud .....            | 350                           | do 25....                 | 269         | 29 52                                  | do do Ottawa.   |
| North .....           | 450                           | do 25....                 | 289         | 31 12                                  | Paddle, ferry, Quebec and Lévis.                      |
| South .....           | 450                           | do 25....                 | 349         | 35 92                                  | do do   |
| Otter .....           | 123                           | Dec. 1....                | 198         | 23 84                                  | Screw, passenger and freight, Quebec and gulf ports.  |
| Corinthian .....      | 400                           | Nov. 25....               | 1,062       | 92 96                                  | Paddle, passenger, Toronto, Montreal and Chicoutimi.  |
| Orleans .....         | 475                           | do 25....                 | 181         | 22 48                                  | Screw, ferry, Quebec and Island of Orleans.           |
| Lévis .....           | 350                           | do 25....                 | 156         | 20 48                                  | Screw, ferry, Quebec and St. Romuald.                 |
| Miramichi .....       | 300                           | do 25....                 | 727         | 66 16                                  | Screw, passenger and freight, Montreal and Pictou.    |
| Contest .....         | 150                           | do 25....                 | 231         | 26 48                                  | Paddle, mail tender, Rimouski.                        |
| Montmagny .....       | 516                           | do 25....                 | 351         | 36 08                                  | Paddle, passenger, Quebec and Berthier (below).       |
| Brothers .....        | 526                           | do 25....                 | 262         | 28 96                                  | Paddle, pass., Quebec and Ste. Ann.                   |
| St. Louis .....       | 541                           | do 25....                 | 428         | 42 24                                  | do do St. Jean  |
| Etoile .....          | 591                           | do 25....                 | 560         | 52 80                                  | Deschailion. do do                                    |

STEAM Vessels inspected, &c.,—Montreal and Quebec Division—*Continued.*

| Name of Vessel.      | Number of Passengers allowed. | Date Certificate expires. | Gross Tons. | Tonnage Dues and Inspection Fees paid. | Remarks.   |
|----------------------|-------------------------------|---------------------------|-------------|--|--|
|                      |                               | 1892.                     |             | \$ cts.                                |  |
| Beaux.....           | 70                            | Dec. 10....               | 147         | 19 76                                  | Screw, passenger and freight, Quebec, Montreal and Gaspé.  |
| G. G. Thornholme..   | Freight.                      | June 1....                | 1,816       | 153 28                                 | Screw, freight, Montreal and Sydney.                       |
| Saguenay.....        | 773                           | Nov. 25....               | 687         | 62 96                                  | Paddle, pass., Quebec and Chicoutimi.                      |
| Algerian.....        | 400                           | do 25....                 | 912 5       | 81 00                                  | do Montreal and Toronto.                                   |
| Passport.....        | 400                           | do 25....                 | 1,034       | 90 72                                  | do do  |
| St. Croix.....       | 541                           | do 25....                 | 445         | 43 60                                  | do Quebec and St. Croix.                                   |
| Acadian.....         | Freight.                      | June 1....                | 931         | 79 48                                  | Screw, freight, Montreal and Pictou.                       |
| Newfoundland...      | do ..                         | do 1....                  | 918         | 78 44                                  | do do Sydney.  |
| Vega.....            | 250                           | Nov. 25....               | 132         | 18 56                                  | Screw, ferry, Quebec and Island of Orleans.                |
| Belmont.....         | 329                           | do 25....                 | 133         | 18 64                                  | Paddle, passenger, at 1000 Islands.                        |
| Prince of Wales....  | 500                           | do 25....                 | 610         | 56 80                                  | do pass., Montreal and Carillon.                           |
| Magnet.....          | 735                           | do 25....                 | 1,029       | 90 32                                  | do ferry, Montreal and Island of St. Helen.                |
| Gatineau.....        | 300                           | do 25....                 | 293         | 31 44                                  | Paddle, passenger, Montreal and Valleyfield.               |
| Swan.....            | 60                            | Dec. 1....                | 24          | 6 92                                   | Screw, pass., Prescott and Kingston.                       |
| Thames.....          | 30                            | July 10....               | 1,683       | 142 64                                 | do and freight, Montreal and Sydney.                       |
| Cultivateur.....     | 750                           | Nov. 25....               | 362         | 36 96                                  | Paddle, pass., Montreal and Sorel.                         |
| Bonarista.....       | 50                            | July 14....               | 1,306       | 112 48                                 | Screw, passenger and freight, Montreal and Gulf ports.     |
| Ida.....             | 25                            | do 14....                 | 247         | 27 76                                  | Screw, passenger and freight, Montreal and Ottawa.         |
| Coban.....           | 40                            | do 15....                 | 1,063       | 93 04                                  | Screw, passenger and freight, Montreal and St. John, Nfld. |
| Filgate.....         | 658                           | Nov. 25....               | 263         | 29 04                                  | Paddle, passenger, Montreal and Beauharnois.               |
| Lady of the Lake...  | 700                           | July 15....               | 607         | 56 56                                  | Paddle, pass., Newport and Magog.                          |
| Mayflower.....       | 75                            | do 16....                 | 18          | 6 44                                   | Screw, pass., on Lake Massawippi.                          |
| Le Cultivateur.....  | 100                           | Nov. 25....               | 152         | 20 16                                  | Centre-wheel, ferry, Verdun and St. Catharine.             |
| Chaffee.....         | 50                            | do 25....                 | 42          | 8 36                                   | Screw, ferry, Valleyfield and Lancaster                    |
| E. G. Laverdure....  | 100                           | do 25....                 | 54          | 9 32                                   | Screw, passenger, Ottawa River and Rideau Canal.           |
| 1000 Island Rambler. | 50                            | do 25....                 | 20          | 6 60                                   | Screw, ferry, Ottawa and Hull.                             |
| Mansfield.....       | 50                            | do 25....                 | 121         | 17 68                                  | do New Edinburgh and Gatineau Point.                       |
| Empress.....         | 800                           | do 25....                 | 677         | 62 16                                  | Paddle, pass., Ottawa and Grenville.                       |
| Birdie Jones.....    | 22                            | do 25....                 | 2           | 5 16                                   | Screw, passenger, Ottawa River and Rideau Canal.           |
| Pearl.....           | 25                            | do 25....                 | 5           | 5 40                                   | Screw, pleasure, Ottawa River and Rideau Canal.            |
| Agnes.....           | 50                            | do 25....                 | 29          | 7 32                                   | Screw, ferry, Buckingham and High Falls.                   |

STEAM Vessels inspected, &c.—Montreal and Quebec Division—*Concluded.*

| Name of Vessel.     | Number of Passengers allowed. | Date Certificate expires. | Gross Tons. | Tonnage Dues and Inspection Fees paid. | Remarks.   |
|---------------------|-------------------------------|---------------------------|-------------|--|--|
|                     |                               |                           |             | \$ cts.                                |  |
| Mouche à feu.....   | 50                            | Nov. 25....               | 20          | 6 60                                   | Centre-wheel, ferry, Thurso and Clarence.                  |
| Glide .....         | 100                           | do 25....                 | 80          | 11 40                                  | Screw, ferry, Calumet and Hawkesbury.                      |
| Bonito.....         | 30                            | do 25....                 | 17          | 6 36                                   | Screw, ferry, Calumet and L'Original.                      |
| John.....           | 50                            | do 25....                 | 35          | 7 80                                   | Centre-wheel, ferry, Carillon and Point Fortune.           |
| Sovereign.....      | 500                           | do 25....                 | 637         | 58 96                                  | Paddle, pass., Montreal and Carillon.                      |
| Cacouna .....       | Freight.                      | 1892.<br>July 24....      | 1,451       | 124 08                                 | Screw, freight, Montreal and Glen Bay.                     |
| Harry Bates.....    | do                            | do 24....                 | 254         | 28 32                                  | Screw, freight, Montreal and Perth.                        |
| Reliance.....       | 50                            | 1891.<br>Nov. 25....      | 78          | 11 24                                  | Paddle, ferry, Lachine and Caughnawaga.                    |
| Greetlands.....     | 80                            | 1892.<br>July 27....      | 1,091       | 95 28                                  | Screw, passenger and freight, Montreal and St. John, Nfld. |
| Montreal.....       | 800                           | 1891.<br>Nov. 25....      | 2,211       | 184 88                                 | Paddle, pass., Quebec and Montreal.                        |
| John Fraser.....    | 100                           | 1892.<br>Aug. 4....       | 118         | 17 44                                  | Screw, passenger, Lake Nipissing.                          |
| Meteor.....         | 125                           | do 5....                  | 132         | 18 56                                  | do Lake Temiscamingue.                                     |
| Argo.....           | 100                           | do 6....                  | 154         | 17 32                                  | Paddle, passenger do                                       |
| Clyde.....          | 60                            | do 6....                  | 29          | 7 32                                   | Screw do do  |
| D. A. Martin.....   | 60                            | Not certified             |             |  |  |
| Toneata.....        | 35                            | Aug. 7....                | 14          | 6 12                                   | do do do   |
| Lotta.....          | 25                            | Not certified             | 10          | 5 80                                   | do do do   |
| Mattawan.....       | 60                            | Aug. 7....                | 22          | 6 76                                   | do do do   |
| Charlotte.....      | 25                            | do 7....                  | 14          | 6 12                                   | do do do   |
| Emerillion.....     | 25                            | do 7....                  | 15          | 6 20                                   | do do do   |
| Union.....          | 40                            | do 8....                  | 75          | 11 00                                  | Screw, ferry, Pembroke and Allumette Island.               |
| Ottawa.....         | 200                           | do 8....                  | 116         | 17 28                                  | Paddle, passenger, Pembroke and Des Joachims.              |
| Ed. Davis.....      | 25                            | do 10....                 | 37          | 7 96                                   | Screw, ferry, Quyon and Fitzroy.                           |
| Janet Craig.....    | 50                            | do 10....                 | 12          | 5 96                                   | do Sand Point and Bristol.                                 |
| Bonenfant.....      | 25                            | do 12....                 | 22          | 6 76                                   | Centre-wheel, ferry, Charlemagne and Bout de l'Isle.       |
| Rivière du Loup.... | 150                           | do 12....                 | 173         | 21 84                                  | Paddle, ferry, Boucherville and L'Assomption.              |
| Bourgeois.....      | 200                           | do 14....                 | 170         | 21 60                                  | Paddle, ferry, Three Rivers and St. Grégoire.              |
| Glacial.....        | 145                           | do 14....                 | 109         | 16 72                                  | Screw, ferry, Three Rivers and Ste. Angele.                |
| Como.....           | 100                           | 1891.<br>Nov. 25....      | 75          | 11 00                                  | Paddle, ferry, Three Rivers and Nicolet.                   |
| Pilgrim.....        | 455                           | do 25....                 | 262         | 28 96                                  | Paddle, pass., Quebec and St. Nicolet.                     |
| Pilot.....          | 350                           | 1892.<br>Sept. 18....     | 426         | 42 08                                  | Screw, winter ferry, Quebec and Lévis.                     |
| Polaris.....        | 400                           | do 19....                 | 533         | 50 64                                  | do do  |

STEAM VESSELS inspected, &c.—Montreal and Quebec Division—*Continued.*

| Name of Vessel. | Number of Passengers allowed. | Date Certificate expires. | Gross Tons. | Tonnage Dues and Inspection Fees paid. | Remarks.                                    |
|-----------------|-------------------------------|---------------------------|-------------|--|---|
|                 |                               | 1891.                     |             |  |   |
| Queen .....     | 350                           | Sept. 19 ..               | 367         | 37 36                                  | Screw, winter ferry, Quebec and Lévis.      |
| Peribonca ..... | 289                           | Not certified             | 144         | 19 52                                  | Paddle, pass., on Lake St. John, Que.       |
| Undine .....    | 40                            | do ..                     | 17          | 9 36                                   | Screw, pass., Roberval and Grande Décharge. |
| Admiral. ....   | 350                           | Oct. 1....                | 682         | 62 56                                  | Paddle, pass., Dalhousie and Gaspé.         |
| Vulcan. ....    | 40                            | do 1....                  | 22          | 6 76                                   | Screw, ferry, Dalhousie and Florent.        |
| Francis. ....   | 60                            | do 1....                  | 19          | 6 52                                   | Paddle, ferry, Campbellton and Cross Point. |
| Peribonca ..... |                               |                           | 144         | 19 52                                  | Paddle, passenger, on Lake St. John.        |
| do .....        |                               |                           | 144         | 19 52                                  | do do                                       |
| do .....        |                               |                           | 144         | 19 52                                  | do do                                       |
| do .....        |                               |                           | 144         | 10 76                                  | do do                                       |
| Total .....     |                               |                           | 46,340      | 4,432 48                               |   |

PIERRE W. BRUNELLE.

*Hull Inspector.*

STEAM Vessels not inspected for the year ended 31st December, 1891.

## QUEBEC AND MONTREAL DIVISION.

| Name of Vessel.       | Gross Tonnage. | Registered Tonnage. | Dues and Fees.       | Remarks.<br>—<br>Why not inspected and class of vessel. |
|-----------------------|----------------|---------------------|----------------------|---|
|                       |                |                     | \$ cts.              |   |
| Ida. ....             | 6              | 4                   | Not paid ...         | Not registered.   |
| Swan. ....            |                |                     | do ...               | do  |
| Ripple. ....          |                |                     | do ...               | do  |
| Lena. ....            | 22             | 14                  | Do not know if paid. | Not employed.   |
| Albion. ....          | 7              | 4                   | do ...               | She did not carry passengers.                           |
| C. Anderson. ....     | 105            | 64                  | Not paid ...         | Not employed.   |
| Canada Atlantic. .... | 618            | 395                 | do ...               | do  |
| Mountain Maid. ....   | 118            | 62                  | do ...               | do  |
| Powerful. ....        | 254            | 160                 | do ...               | do  |
| Almeric. ....         |                |                     | do ...               | do and not registered.                                  |
| St. Louis. ....       |                |                     | do ...               | do do   |
| Richelieu. ....       | 33             | 22                  | 7 64                 | She did not carry passengers.                           |
| Canadien. ....        | 26             | 17                  | 7 08                 | do do   |
| Dora. ....            | 48             | 44                  | Do not know if paid. | do do   |
| Total. ....           |                |                     |                      |   |

PIERRE D. BRUNELLE,  
Hull Inspector.

STEAM Vessels inspected for the year ended 31st December, 1891.

## MARITIME PROVINCES DIVISION.

| Name of Vessel.      | Number of Passengers allowed. | Date Certificate expires. | Gross Tons. | Tonnage Dues and Inspection Fees paid. | Remarks.                       |
|----------------------|-------------------------------|---------------------------|-------------|--|--------------------------------|
|                      |                               | 1892.                     |             | \$ cts.                                |                                |
| Goliath.....         |                               | Feb. 21....               | 146·83      | 16 76                                  | Screw, tug.                    |
| Dominion.....        | 150                           | do 17....                 | 594·80      | 55 52                                  | do passenger and freight.      |
| LaTour.....          | 75                            | 1891.<br>Dec. 15....      | 154·43      | 20 32                                  | do do                          |
| Harlaw.....          | 75                            | 1892.<br>Feb. 17....      | 451·36      | 44 08                                  | do do                          |
| Marina.....          |                               | do 20....                 | 32·14       | 7 56                                   | do tug.                        |
| Yarmouth.....        | 350                           | do 27....                 | 1,432·16    | 122 56                                 | do passenger and freight.      |
| Halifax.....         | 400                           | 1891.<br>Sept. 30 ..      | 1,738·45    | 147 04                                 | do do                          |
| City of St. John.... | 130                           | Dec. 1....                | 709·12      | 64 72                                  | Paddle do                      |
| Alpha.....           | 25                            | 1892.<br>April 11....     | 306·91      | 32 48                                  | Screw do                       |
| Coila.....           |                               | Mar. 19....               | 325·45      | 34 00                                  | do freight.                    |
| Collector.....       |                               | do 18....                 | 52·02       | 9 16                                   | do lighter.                    |
| St. Olaf.....        | 150                           | 1891.<br>Dec. 16....      | 305·27      | 32 40                                  | do passenger and freight.      |
| Electra.....         | 75                            | do 1....                  | 106·96      | 16 56                                  | do do                          |
| A. C. Whitney.....   |                               | 1892.<br>April 2....      | 62·67       | 10 04                                  | do tug.                        |
| Rescue.....          |                               | do 2....                  | 124·09      | 14 92                                  | do wrecker.                    |
| Ralph E. S.....      |                               | do 2....                  | 27·82       | 7 24                                   | do fish-boat.                  |
| Sir C. Ogle.....     | 200                           | do 24....                 | 126·09      | 18 08                                  | Paddle, passenger ferry.       |
| May Queen.....       | 330                           | 1891.<br>Dec. 10....      | 539·40      | 51 12                                  | do passenger and freight.      |
| Springfield.....     | 160                           | do 16....                 | 232·73      | 26 56                                  | Stern-wheel, passenger.        |
| Star .....           | 200                           | do 10....                 | 461·03      | 44 88                                  | Paddle do                      |
| Champion.....        |                               | 1892.<br>April 16....     | 190·14      | 20 20                                  | do tug.                        |
| Lillie Glasier.....  |                               | do 16....                 | 209·31      | 21 72                                  | do do                          |
| Hero.....            |                               | do 16....                 | 127·60      | 15 16                                  | do do                          |
| Admiral.....         |                               | do 16....                 | 158·20      | 17 64                                  | do do                          |
| Ada G.....           |                               | do 17....                 | 102·08      | 13 16                                  | do do                          |
| New City.....        |                               | do 17....                 | 78·38       | 11 24                                  | Screw do                       |
| Captain.....         |                               | do 17....                 | 68·43       | 10 44                                  | do do                          |
| Hercules.....        |                               | do 17....                 | 87·11       | 11 96                                  | do do                          |
| David Weston.....    | 480                           | 1891.<br>Dec. 1....       | 765·15      | 69 20                                  | Paddle, passenger and freight. |
| Bertha.....          |                               | 1892.<br>April 18....     | 29·79       | 7 32                                   | Screw, tug.                    |
| Soulanges.....       | 250                           | 1891.<br>Dec. 10....      | 318·37      | 33 44                                  | Paddle, passenger.             |

STEAM Vessels inspected for the year, &c.—Maritime Provinces Division—*Continued.*

| Name of Vessel.      | Number of Passengers allowed. | Date Certificate expires. | Gross Tons. | Tonnage Dues and Inspection Fees paid. | Remarks.                            |
|----------------------|-------------------------------|---------------------------|-------------|--|-------------------------------------|
|                      |                               | 1892.                     |             | \$ cts.                                |                                     |
| Ouangondy.....       | 300                           | April 22....              | 294·75      | 31 52                                  | Paddle, passenger ferry.            |
| Sea King.....        |                               | April 20....              | 128·63      | 15 32                                  | Screw, tug.                         |
| City of Monticello.. | 350                           | do 28 ....                | 1,033·65    | 90 64                                  | Paddle, passenger and freight.      |
| Hope.....            |                               | do 18....                 | 305·77      | 29 40                                  | do tug.                             |
| Blue Hill.....       | 100                           | 1891.<br>Dec. 1....       | 195·83      | 20 60                                  | Twin-screw, passenger.              |
| Scotia.....          |                               | 1892.<br>April 27....     | 44·58       | 8 36                                   | Screw, tug.                         |
| Chester.....         |                               | do 27....                 | 79·50       | 11 32                                  | do do                               |
| Avon.....            | 130                           | do 23....                 | 66·66       | 10 12                                  | do passenger, ferry.                |
| Acadia.....          | 150                           | do 27....                 | 74 21       | 10 92                                  | do do                               |
| Hiawatha.....        | 300                           | do 27....                 | 229 79      | 26 40                                  | do passenger and freight.           |
| Havana.....          |                               | do 27....                 | 470·98      | 45 68                                  | do freight.                         |
| Anticosti.....       |                               | do 28....                 | 19·00       | 6 52                                   | do fish boat.                       |
| Dartmouth.....       | 750                           | do 24....                 | 311·23      | 32 88                                  | Paddle, passenger, ferry.           |
| Mic-Mac.....         | 300                           | do 24....                 | 150·63      | 20 00                                  | do do                               |
| Clifton.....         | 150                           | 1891.<br>Dec. 10....      | 138·21      | 19 04                                  | Stern-wheel, passenger and freight. |
| Acadia St. John....  | 400                           | do 12....                 | 621·44      | 57 68                                  | Paddle, passenger.                  |
| Bessie and Harry...  |                               | 1892.<br>May 13....       | 22·00       | 6 75                                   | Screw, water boat.                  |
| Egerton.....         | 165                           | do 8....                  | 112·10      | 13 96                                  | Paddle, passenger, ferry.           |
| Alice.....           |                               | do 18....                 | 15·77       | 6 28                                   | Screw, temporary ferry.             |
| Daisy.....           |                               | do 18....                 | 10·74       | 5 80                                   | do tug.                             |
| St. Lawrence.....    |                               | do 18....                 | 50 82       | 10 20                                  | do do                               |
| Elfin.....           | 200                           | do 20....                 | 122·42      | 17 76                                  | do passenger, ferry.                |
| Wm. Aitken.....      |                               | do 20....                 | 74·87       | 11 00                                  | do tug.                             |
| Heather Belle.....   | 250                           | do 20....                 | 283·34      | 30 56                                  | Paddle, passenger.                  |
| Fred. M. Batt.....   |                               | do 21....                 | 59·90       | 9 72                                   | Screw, tug.                         |
| Montague.....        | 250                           | do 22....                 | 129·55      | 18 32                                  | Paddle, passenger, ferry.           |
| Eldon.....           |                               | do 22....                 | 37·91       | 8 04                                   | Screw, tug.                         |
| St. Lawrence.....    | 500                           | do 18....                 | 845·61      | 75 60                                  | Paddle, passenger.                  |
| Princess of Wales... | 400                           | 1891.<br>Dec. 31....      | 935·54      | 82 80                                  | do do                               |
| William.....         |                               | 1892.<br>May 25....       | 210·02      | 21 80                                  | Screw, freight.                     |
| F. C. Batt.....      | 40                            | do 25....                 | 39·20       | 7 56                                   | do passenger, ferry.                |
| Alameda.....         |                               | do 26....                 | 33·93       | 7 72                                   | do tug.                             |



STEAM Vessels inspected, &c.—Maritime Provinces Division—*Continued.*

| Name of Vessel.    | Number of Passengers allowed. | Date Certificate expires. | Gross Tons. | Tonnage Dues and Inspection Fees paid. | Remarks.                           |
|--------------------|-------------------------------|---------------------------|-------------|--|------------------------------------|
|                    |                               | 1891.                     |             | \$ cts.                                |                                    |
| Fastnet.....       | 50                            | June 13...                | 337·91      | 35 04                                  | Screw, passenger and freight.      |
| Arcadia.....       | 15                            | Dec. 1..                  | 61·64       | 9 96                                   | do passenger.                      |
| Northumberland.... | 400                           | 1892.<br>June 9..         | 1,245·43    | 108 40                                 | Turn screw, passenger and freight. |
| Dorcas.....        |                               | do 11..                   | 215·34      | 22 20                                  | Screw, freight.                    |
| Lenora.....        |                               | do 12..                   | 5·00        | 5 40                                   | do yacht.                          |
| Amanda Green.....  |                               | do 16..                   | 19·63       | 6 52                                   | do tug.                            |
| Maggie M.....      |                               | do 17..                   | 65·78       | 10 20                                  | do do                              |
| Tourist.....       |                               | do 17..                   | 11·78       | 5 88                                   | do tug and yacht.                  |
| Fannie.....        |                               | do 17..                   | 33·44       | 7 64                                   | do do                              |
| Winnie.....        |                               | do 17..                   | 12·46       | 5 96                                   | do do                              |
| W. E. Wroom.....   | 24                            | April 17..                | 10·05       | 5 80                                   | do passenger, ferry.               |
| Lillie.....        |                               | June 18..                 | 71·64       | 10 76                                  | do tug.                            |
| St. John.....      |                               | do 18..                   | 47·28       | 8 76                                   | do do                              |
| Dirigo.....        |                               | do 18..                   | 70·13       | 10 60                                  | do do                              |
| Bellisle.....      |                               | Not issued..              | 155·14      | 20 40                                  | Stern-wheel, passenger.            |
| Fred Clinch.....   |                               | June 19..                 | 23·87       | 6 84                                   | Screw, tug.                        |
| Enterprise.....    | 40                            | 1891.<br>Dec. 10..        | 72·33       | 10 76                                  | Paddle, passenger, ferry.          |
| Richard Doane..... |                               | 1892.<br>June 19..        | 70·46       | 10 60                                  | Screw, tug.                        |
| Fanchon.....       |                               | do 20..                   | 95·66       | 12 60                                  | do do                              |
| Florenceville..... | 270                           | do 20..                   | 185·14      | 22 80                                  | Stern-wheel, passenger.            |
| Eva Johnston.....  |                               | do 20..                   | 15·77       | 6 28                                   | Screw, tug.                        |
| Ada.....           |                               | do 22..                   | 3·66        | 5 32                                   | do yacht.                          |
| Bismarck.....      |                               | do 22..                   | 49·04       | 8 92                                   | Paddle, tug.                       |
| Melbourne.....     |                               | do 22..                   | 4·00        | 5 32                                   | Screw, yacht.                      |
| Mascott.....       |                               | do 23..                   | 70·50       | 10 60                                  | do tug.                            |
| St. Andrew.....    |                               | do 23..                   | 76·64       | 11 08                                  | do do                              |
| St. George.....    |                               | do 23..                   | 160·57      | 17 80                                  | Paddle do                          |
| Miramichi.....     | 60                            | do 23..                   | 75·18       | 11 00                                  | do passenger.                      |
| Nelson.....        | 100                           | do 24..                   | 64·34       | 10 12                                  | Screw do                           |
| St. Nicholas.....  | 60                            | do 24..                   | 60·20       | 9 96                                   | do do                              |
| Grip.....          |                               | do 24..                   | 4·81        | 5 40                                   | do tug.                            |
| Sybella H.....     | 160                           | do 24..                   | 70·68       | 10 60                                  | Paddle, passenger, ferry.          |

STEAM Vessels Inspected, &c.—Maritime Provinces Division—*Continued.*

| Name of Vessel.    | Number of Passengers allowed. | Date Certificate expires. | Gross Tons. | Tonnage Dues and Inspection Fees paid. | Remarks.                     |
|--------------------|-------------------------------|---------------------------|-------------|--|------------------------------|
|                    |                               | 1892.                     |             | \$ cts.                                |                              |
| Sarcelle.....      |                               | June 24..                 | 21·86       | 6 68                                   | Screw, tug.                  |
| Loyalist.....      |                               | do 25..                   | 17·59       | 6 44                                   | Paddle, tug.                 |
| Laura.....         |                               | do 25..                   | 13·55       | 6 12                                   | Screw do                     |
| Bridgetown.....    |                               | do 25..                   | 14·66       | 6 20                                   | do do                        |
| Derby.....         |                               | do 25..                   | 11·66       | 5 96                                   | Paddle do                    |
| Lady Dufferin..... | 75                            | 1891.<br>Dec. 10..        | 47·48       | 8 76                                   | Paddle, passenger and ferry. |
| Marion.....        |                               | 1892.<br>June 26..        | 11·57       | 5 96                                   | Screw, yacht.                |
| Bessie.....        |                               | do 26..                   | 5·18        | 5 40                                   | do fish boat.                |
| Mopia.....         |                               | do 27..                   | 25·00       | 7 00                                   | do tug.                      |
| East Riding.....   |                               | do 27..                   | 85·55       | 11 00                                  | Paddle do                    |
| Squirrel.....      |                               | do 29..                   | 13·11       | 6 04                                   | Screw do                     |
| Arbutus.....       | 80                            | do 30..                   | 46·75       | 8 76                                   | do passenger.                |
| Aid.....           |                               | July 2..                  | 98·55       | 12 92                                  | do wrecker.                  |
| Neptune.....       |                               | do 6..                    | 71·15       | 10 68                                  | do tug.                      |
| G. D. Hunter.....  |                               | do 8..                    | 67·97       | 10 39                                  | do do                        |
| Norman.....        |                               | do 8..                    | 46·87       | 8 68                                   | do do                        |
| Flushing.....      | 250                           | do 9..                    | 257·09      | 28 56                                  | do passenger.                |
| Wee Laddie.....    |                               | do 9..                    | 16·60       | 6 28                                   | do tug.                      |
| Ellida.....        |                               | do 13..                   | 37·52       | 8 04                                   | do yacht.                    |
| J. B. Hamblin..... |                               | do 15..                   | 31·71       | 7 56                                   | do freight.                  |
| Shannon.....       |                               | do 16..                   | 75·11       | 11 00                                  | do tug.                      |
| Lunenburg.....     | 200                           | do 17..                   | 265·55      | 29 28                                  | do passenger.                |
| John L. Cann.....  |                               | do 21..                   | 142·08      | 16 36                                  | do tug.                      |
| Freddie V.....     |                               | do 21..                   | 26·60       | 7 08                                   | do do                        |
| Weymouth.....      | 120                           | do 13..                   | 153·90      | 20 32                                  | do passenger.                |
| W.W. Weatherspoon  | 50                            | do 14..                   | 59·29       | 9 72                                   | do do                        |
| May Queen.....     | 100                           | do 25..                   | 142·09      | 19 36                                  | Paddle do                    |
| Merrimac.....      |                               | do 25..                   | 85·80       | 85 80                                  | Screw, tug.                  |
| Marion.....        | 300                           | do 27..                   | 478·49      | 46 29                                  | Paddle, passenger.           |
| Peerless.....      | 200                           | do 27..                   | 94·27       | 15 52                                  | Screw, passenger and ferry.  |
| M. & E. Rudderham. |                               | do 28..                   | 33·54       | 7 64                                   | Screw, tug.                  |
| Zaidee.....        |                               | do 25..                   | 18·63       | 6 44                                   | do do                        |

STEAM Vessels inspected, &c.—Maritime Provinces Division—*Continued.*

| Name of Vessel.       | Number of Passengers allowed. | Date Certificate expires. | Gross Tons. | Tonnage Dues and Inspection Fees paid. | Remarks.                       |
|-----------------------|-------------------------------|---------------------------|-------------|--|--------------------------------|
|                       |                               | 1891.                     |             | \$ cts.                                |                                |
| Elinor M. Cates ..... |                               | June 29..                 | 58·81       | 6 44                                   | Screw, tug.                    |
| Neptune .....         | 50                            | Dec. 30..                 | 138·69      | 19 04                                  | Paddle, passenger.             |
| Gladiator .....       |                               | 1892.<br>July 30..        | 70·40       | 10 60                                  | Screw, tug.                    |
| Magnolia .....        | 175                           | do 31..                   | 260·30      | 23 80                                  | Paddle, passenger.             |
| Lennox .....          | 100                           | Aug. 1..                  | 66·29       | 10 28                                  | do do ferry.                   |
| Rimouski .....        | 70                            | July 30..                 | 124·70      | 18 00                                  | Screw do                       |
| Arrow .....           |                               | Aug. 12..                 | 10·02       | 5 80                                   | do tug.                        |
| Southport .....       | 300                           | July 13..                 | 239·92      | 27 20                                  | Paddle, passenger, ferry.      |
| Highland Mary .....   |                               | Aug. 17..                 | 73·73       | 10 92                                  | Screw, lighter.                |
| Robbie Burns .....    |                               | do 17..                   | 88·93       | 12 12                                  | do do                          |
| Salvor .....          |                               | do 17..                   | 44·93       | 8 60                                   | do do                          |
| Carroll .....         | 300                           | do 20..                   | 1,372·29    | 117 76                                 | do passenger and freight.      |
| Tangent .....         |                               | do 22..                   | 35·74       | 7 80                                   | Twin-screw, tug.               |
| Quiddy .....          |                               | do 29..                   | 30·59       | 7 40                                   | Paddle do                      |
| Halifax .....         | 450                           | do 31..                   | 338·42      | 35 04                                  | do passenger, ferry.           |
| Glencoe .....         | 60                            | do 13..                   | 32·21       | 7 56                                   | Screw do                       |
| Evangeline .....      |                               | Not issued..              | 78·74       | 11 32                                  | do passenger.                  |
| David Duncan .....    |                               | Sept. 11..                | 20·59       | 6 68                                   | do tug. Pass. ferry temporary. |
| Island Gem .....      |                               | do 12..                   | 15·62       | 6 28                                   | do fish boat.                  |
| Yuba .....            |                               | Not issued..              | 12·04       | 5 96                                   | do passenger.                  |
| Carrie .....          |                               | Sept. 14..                | 14·83       | 6 12                                   | do fish boat.                  |
| St. Michael .....     |                               | do 16..                   | 39·20       | 8 12                                   | do tug.                        |
| La Have .....         |                               | do 17..                   | 49·37       | 8 92                                   | do do                          |
| May Flower .....      |                               | do 17..                   | 5·92        | 5 48                                   | do fish boat.                  |
| Fairy .....           |                               | do 18..                   | 5·07        | 5 40                                   | do tug and water boat.         |
| Mascott .....         |                               | do 20..                   | 22·88       | 1 84                                   | do tug.                        |
| St. Pierre .....      | 60                            | do 26..                   | 496·44      | 46 68                                  | do passenger and freight.      |
| Delta .....           | 10                            | Oct. 12..                 | 873·21      | 69 84                                  | do freight.                    |
| Argus .....           |                               | Not issued..              | 26·74       | Nil.                                   | do tug (revenue).              |
| Bridgewater .....     | 200                           | Oct. 20..                 | 207·79      | 24 64                                  | do passenger.                  |
| Maple Leaf .....      | 150                           | do 22..                   | 129·06      | 15 32                                  | Paddle do ferry.               |
| M. A. Starr .....     |                               | do 27..                   | 244·32      | 27 32                                  | Screw, freight.                |

STEAM Vessels Inspected, &c.—Maritime Provinces Division—*Concluded.*

| Name of Vessel.                 | Number<br>of<br>Passen-<br>gers<br>allowed. | Date<br>Certificate<br>expires. | Gross<br>Tons. | Tonnage<br>Dues<br>and Inspec-<br>tion<br>Fees paid. | Remarks.                      |
|---------------------------------|---|---------------------------------|----------------|--|-------------------------------|
|                                 |   | 1891.                           |                | \$ cts.  |                               |
| Halifax (2nd inspec-<br>tion).  | 400   | Oct. 12..                       | 1,738·45       | 147 04   | Screw, passenger.             |
| Jessie Gray .....               | .....                                       | Nov. 6..                        | 76·00          | 11 08  | Stern-wheel, tug and lighter. |
| Henry Hoover .....              | .....                                       | do 11..                         | 54·64          | 9 40   | Screw, tug.                   |
| Gambrinus .....                 | .....                                       | do 18..                         | 28·36          | 7 24   | do do                         |
| Yarmouth (2nd in-<br>spection). | .....                                       | Not yet is-<br>sued.            | 1,432·16       | 122 56   | do passenger and freight.     |

DOUGLAS STEVENS,  
*Steamboat Inspector.*

STEAM Vessels not inspected for the year ended 31st December, 1891.

## MARITIME PROVINCES DIVISION.

| Name of Vessel.     | Gross Tonnage. | Registered Tonnage. | Dues and Fees. | Remarks.<br>—<br>Why not inspected and class of Vessel. |
|---------------------|----------------|---------------------|----------------|---|
|                     |                |                     | \$ cts.        |   |
| Atlas .....         | 15·79          | 10·74               | .....          | Laid up; tug.   |
| Alida.....          | 64·18          | 29·52               | .....          | do do   |
| Boston ....         | 1,694·50       | 733·77              | .....          | Not yet inspected; passenger and freight.               |
| Chebucto ..         | 108·33         | 65·28               | .....          | Laid up; ferry, passenger.                              |
| Canada .....        |                |                     | .....          | Not called for; Government dredge.                      |
| Dream .....         | 44·51          | 30·27               | .....          | do do cutter.   |
| Gipsy .....         | 16·70          | 11·37               | .....          | Laid up; tug.   |
| Geo. McKenzie.....  |                |                     | .....          | Not called for; dredge.                                 |
| Henrietta.....      | 19·12          | 13·01               | .....          | Laid up; tug.   |
| L. Boyer .....      | 60·00          | 49·00               | .....          | Away from port; tug.                                    |
| Leon .....          | 19·82          | 13·48               | .....          | Laid up; tug.   |
| Mary Anne.....      | 25·38          | 17·26               | .....          | do do   |
| Marguerite .....    | 19·66          | 12·30               | .....          | do yacht.   |
| Mary Odell....      | 22·55          | 13·18               | .....          | do fish boat.   |
| Meadow Flower.....  | 6·56           | 4·46                | .....          | do do   |
| Northern Light..... | 393·00         | 267·00              | .....          | do Government steamer.                                  |
| New Dominion.....   |                |                     | .....          | Not called for; Government dredge.                      |
| Peri.....           | 11·77          | 8·00                | .....          | Laid up; tug.   |
| Pinafore .....      | 25·86          | 14·67               | .....          | do passenger.   |
| Storm King.....     | 107·87         | 73·35               | .....          | Not called for; tug.                                    |
| St. Lawrence .....  |                |                     | .....          | do dredge.  |
| St. Louis.....      | 497·00         | 3·38                | .....          | Out of district; tug.                                   |
| Winnie .....        | 3·00           | 1·82                | .....          | Laid up; do   |
| Worcester .....     | 1,332·56       | 796·37              | .....          | Out of district; passenger.                             |
| Water Boat.....     | 6·17           | 2·02                | .....          | Laid up; water boat.                                    |
| Willoughby.....     | 6·41           | 3·87                | .....          | do tug and fish boat.                                   |
| Zuleika .....       | 12·38          | 7·70                | .....          | Not called for; yacht.                                  |
| Zulu.....           | 17·60          | 12·25               | .....          | Laid up; tug.   |

DOUGLAS STEVENS,  
Steamboat Inspector.

STEAM Vessels inspected, &c.—Maritime Provinces Division—*Continued.*

| Name of Vessel.      | Number of Passengers allowed. | Date Certificate expires. | Gross Tons. | Tonnage Dues and Inspection Fees paid. | Remarks.                  |
|----------------------|-------------------------------|---------------------------|-------------|--|---------------------------|
|                      |                               | 1892.                     |             | \$ cts.                                |                           |
| May Flower.....      | 180                           | Oct. 15....               | 392.05      | 39 36                                  | Screw, passenger.         |
| Zantic .....         |                               | do 16....                 | 14.16       | 6 12                                   | do tug.                   |
| Wanda S. ....        |                               | Not issued..              | 10.44       | 5 88                                   | do do                     |
| Western Extension..  | 336                           | Oct. 20....               | 424.00      | 41 92                                  | Paddle, ferry, passenger. |
| Kingsville.....      |                               | do 20....                 | 36.56       | 7 88                                   | Screw, tug                |
| Bessie Ardilla. .... |                               | do 22....                 | 11.17       | 5 38                                   | do do                     |
| Novelty .....        |                               | Not issued .              | 42.66       | 8 36                                   | Paddle do                 |
| Victor .....         |                               | Nov. 4....                | 45.51       | 8 60                                   | do do                     |
| Rusler . ....        |                               | Not issued..              | 77.47       | 11 16                                  | do ferry, passenger.      |
| C. M. Winch.....     |                               | Nct issued..              | 87.72       | 11 96                                  | Screw, tug.               |
|                      |                               |                           | 1,141.77    | 146 62                                 |                           |

W. LEE WARING,  
*Steamboat Inspector.*

## STEAM Vessels inspected, for the year ended 31st December, 1891.

## MARITIME PROVINCES.

| Name of Vessel.      | Number of Passengers allowed. | Date Certificate expires. | Gross Tons. | Tonnage Dues and Inspection Fees paid. | Remarks.                 |
|----------------------|-------------------------------|---------------------------|-------------|--|--------------------------|
|                      |                               | 1891.                     |             | \$ cts.                                |                          |
| Acadia .....         | 400                           | Dec. 12....               | 621         | 57 68                                  | Passenger and freight.   |
| Alpha .....          | 25                            | 1892.<br>April 11....     | 211         | 32 48                                  | do do                    |
| Acadia .....         | 150                           | do 23....                 | 74          | 10 92                                  | do do                    |
| Avon .....           | 130                           | do 23....                 | 64          | 10 12                                  | Ferry service.           |
| Arcadia .....        | 15                            | 1891.<br>Dec. 1....       | 64          | 9 96                                   | Passenger and freight.   |
| Arbutus .....        | 80                            | 1892.<br>July 3....       | 46          | 8 76                                   | Ferry service.           |
| Blue Hill .....      | 100                           | 1891.<br>Dec. 1....       | 195         | 20 60                                  | Passenger and freight.   |
| Boston .....         | 320                           | 1892.<br>Feb. 27....      | 1,694       | 143 52                                 | do do                    |
| Bridgewater .....    | 200                           | Oct. 22....               | 207         | 24 64                                  | do do                    |
| Coila .....          | None...                       | Mar. 24....               | 325         | 34 00                                  | Freight.                 |
| Carroll .....        | 300                           | Sept. 24....              | 1,372       | 117 76                                 | Passenger and freight.   |
| City of Monticello.. | 350                           | April 28....              | 1,033       | 90 64                                  | do do                    |
| City of St. John.... | 130                           | 1891.<br>Dec. 1....       | 709         | 64 72                                  | do do                    |
| Clifton .....        | 150                           | do 12....                 | 138         | 19 04                                  | do do                    |
| David Weston .....   | 480                           | do 10....                 | 765         | 69 20                                  | do do                    |
| Dartmouth .....      | 750                           | 1892.<br>April 24....     | 311         | 32 88                                  | Ferry service.           |
| Dorcas .....         | None...                       | July 7....                | 215         | 22 20                                  | Freight do               |
| Delta .....          | 6                             | Oct. 12....               | 873         | 77 84                                  | do do                    |
| Dominion .....       | 150                           | Mar. 16....               | 594         | 55 52                                  | Passenger and freight.   |
| Electra .....        | 75                            | 1891.<br>Dec. 1....       | 106         | 16 56                                  | do do                    |
| Egerton .....        | 165                           | 1892.<br>April 6....      | 112         | 13 96                                  | Ferry service.           |
| Elfin .....          | 200                           | May 20....                | 122         | 17 76                                  | do do                    |
| Enterprise .....     | 40                            | 1891.<br>Dec. 10....      | 92          | 10 76                                  | do do                    |
| Flushing .....       | 250                           | 1892.<br>July 17....      | 257         | 28 56                                  | Passenger and freight.   |
| F. C. Batt .....     | 40                            | May 26....                | 32          | 7 56                                   | Ferry service.           |
| Florenceville .....  | 270                           | July 25....               | 185         | 22 80                                  | do do                    |
| Fastnet .....        | 50                            | May 29....                | 337         | 35 04                                  | Passenger and freight.   |
| Glencoe .....        | 40                            | Aug. 13....               | 32          | 7 56                                   | Ferry service.           |
| Goliah .....         | 50                            | 1891.<br>Dec. 31....      | 146         | 16 76                                  | do do case of emergency. |
| Hiawatha .....       | 300                           | 1892.<br>May 14....       | 229         | 26 40                                  | Passenger and freight.   |
| Heather Belle .....  | 250                           | do 20....                 | 282         | 30 56                                  | do do                    |

STEAM Vessels inspected, &c.—Maritime Provinces Division—*Concluded.*

| Name of Vessel.        | Number of Passengers allowed. | Date Certificate expires. | Gross Tons. | Tonnage Dues and Inspection Fees paid. | Remarks.               |
|------------------------|-------------------------------|---------------------------|-------------|--|------------------------|
|                        |                               | 1892.                     |             | \$ cts.                                |                        |
| Harlaw .....           | 75                            | Feb. 20....               | 415         | 44 08                                  | Passenger and freight. |
| Halifax .....          | 400                           | Oct. 12....               | 1,738       | 147 04                                 | do do                  |
| do .....               | 450                           | Sept. 17....              | 338         | 35 04                                  | Ferry service.         |
| Havana .....           |                               | Dec. 5....                | 470         | 45 68                                  | Freight.               |
| Lennox .....           | 100                           | Aug. 3....                | 66          | 10 28                                  | Ferry service.         |
| La Tour .....          | 75                            | Feb. 28....               | 152         | 20 32                                  | Passenger and freight. |
| Lady Dufferin .....    | 75                            | June 25....               | 66          | 8 76                                   | Ferry service.         |
| Lunenburg .....        | 200                           | Aug. 7....                | 265         | 29 28                                  | Passenger and freight. |
| May Queen .....        | 330                           | Dec. 10....<br>1891.      | 539         | 51 12                                  | do do                  |
| M. A. Starr .....      |                               | Oct. 27....<br>1892.      | 244         | 27 52                                  | Freight.               |
| Miramichi .....        | 60                            | June 24....               | 75          | 11 00                                  | Passenger and freight. |
| Mic-Mac .....          | 300                           | April 24....              | 150         | 20 00                                  | Ferry service.         |
| Marian .....           | 300                           | July 30....               | 478         | 46 24                                  | Passenger and freight. |
| May Queen .....        | 100                           | do 31....                 | 142         | 19 36                                  | do do                  |
| Maple Leaf .....       | 150                           | Oct. 23....               | 129         | 18 32                                  | Ferry service.         |
| Mayflower .....        | 180                           | do 7....                  | 392         | 39 36                                  | Passenger and freight  |
| Montague .....         | 250                           | May 22....                | 129         | 18 32                                  | Ferry service.         |
| Magnolia .....         | 175                           | July 31....               | 260         | 28 80                                  | Passenger and freight. |
| Northumberland .....   | 400                           | June 20....               | 1,255       | 108 40                                 | do do                  |
| Neptune .....          | 50                            | Aug. 3....                | 138         | 19 04                                  | do do                  |
| Nelson .....           | 100                           | June 24....               | 68          | 10 12                                  | Ferry service.         |
| Onangondy .....        | 300                           | July 2....                | 294         | 31 50                                  | do                     |
| Peerless .....         | 200                           | do 31....                 | 94          | 15 52                                  | do                     |
| Princess of Wales. ... | 400                           | May 23....                | 935         | 82 80                                  | Passenger and freight. |
| Rimouski .....         | 70                            | July 30....               | 124         | 18 00                                  | do do                  |
| Sybella .....          | 160                           | June 24....               | 47          | 10 60                                  | Ferry service.         |
| St. Olap .....         | 150                           | Dec. 16....<br>1891.      | 305         | 32 40                                  | Passenger and freight. |
| Soulanges .....        | 250                           | do 10....                 | 318         | 33 44                                  | do do                  |
| Springfield .....      | 160                           | do 10....                 | 232         | 26 56                                  | do do                  |
| Star .....             | 300                           | do 10....                 | 461         | 44 88                                  | do do                  |
| St. Lawrence .....     | 560                           | May 23....<br>1892.       | 675         | 75 60                                  | do do                  |
| St. Pierre .....       | 60                            | Sept. 26....              | 496         | 47 68                                  | do do                  |



STEAM Vessels inspected, &c.—Maritime Provinces Division—*Continued.*

| Name of Vessel.     | Number of Passengers allowed. | Date Certificate expires. | Gross Tons. | Tonnage Dues and Inspection Fees paid. | Remarks.               |
|---------------------|-------------------------------|---------------------------|-------------|--|------------------------|
|                     |                               | 1892.                     |             | \$ cts.                                |                        |
| Sir C. Ogle.....    | 200                           | April 24....              | 126         | 18 08                                  | Ferry service.         |
| Southport.....      | 300                           | May 20....                | 186         | 27 20                                  | do                     |
| St. Nicholas.....   | 60                            | July 24 ..                | 60          | 9 96                                   | do                     |
| Yarmouth .....      | 350                           | Dec. 9....                | 1,432       | 122 56                                 | Passenger and freight. |
| Weymouth.....       | 120                           | July 13....               | 153         | 20 32                                  | do do                  |
| William.....        |                               | May 25....                | 152         | 21 80                                  | Freight.               |
| W. M. Weatherspoon  | 50                            | July 14....               | 59          | 9 72                                   | Ferry service.         |
| W. E. Vroom.....    | 24                            | April 17....              | 10          | 5 80                                   | do                     |
| Western Extension.. | 336                           | Nov. 2....                | 424         | 41 92                                  | do                     |
| Total.....          |                               |                           | 22,559      | 2,590 98                               |                        |

CHARLES R. COKER,

*Dominion Inspector of Hulls, &c.*

## STEAM Vessels not inspected for the Year ended 31st December, 1891.

## MARITIME PROVINCES DIVISION.

| Name of Vessel. | Gross Tonnage. | Registered Tonnage. | Dues and Fees. | Remarks.   |
|-----------------|----------------|---------------------|----------------|--|
|                 |                |                     | \$ cts.        |  |
| Chebucto.....   | 108            | 65                  | .....          | Laid up; ferry service.                              |
| Bellisle... ..  | 155            | 97                  | .....          | do passenger service.                                |
| Evangeline..... | 78             | 53                  | .....          | do ferry service.                                    |
| Yuba... ..      | 12             | 8                   | .....          | Ferry service; will inspect her as soon as possible. |
| Total.....      | 353            | 223                 | .....          |  |

CHARLES R. COKER,

*Dominion Inspector of Hulls, &c.*

STEAM Vessels inspected for the year ended 31st December, 1891.

MANITOBA, KEEWATIN AND NORTH-WEST TERRITORIES DIVISION.

| Name of Vessel.        | Number of Passengers allowed. | Date Certificate expires. | Gross Tons. | Tonnage Dues and Inspection Fees paid. | Remarks.                           |
|------------------------|-------------------------------|---------------------------|-------------|--|------------------------------------|
|                        |                               | 1892.                     |             | \$ cts.                                |                                    |
| Hazle .....            |                               | April 25..                | 7 52        | 5 64                                   | Screw, fishing tug.                |
| Miles .....            |                               | do 25..                   | 63 04       | 10 04                                  | do do                              |
| Glendevon .....        | 25 (deck)                     | do 25..                   | 104 05      | 16 32                                  | do freight and passenger.          |
| D. L. Mather .....     |                               | May 4..                   | 103 32      | 13 24                                  | do tug.                            |
| Keewatin .....         |                               | do 5..                    | 41 25       | 8 28                                   | do do                              |
| Cruiser .....          |                               | do 5..                    | 11 59       | 5 96                                   | do do                              |
| Mary Hatch .....       |                               | do 6..                    | 121 18      | 14 68                                  | do do                              |
| Caro .....             |                               | do 7..                    | 14 47       | 6 12                                   | do do                              |
| Queen .....            |                               | do 8..                    | 31 64       | 7 56                                   | do do                              |
| Thistle .....          |                               | do 9..                    | 23 33       | 6 84                                   | do fishing tug.                    |
| Athabasca .....        |                               | June 4..                  | 166 73      | 21 36                                  | Stern-paddle, freight.             |
| Grahame .....          |                               | do 19..                   | 332 18      | 34 56                                  | do do                              |
| Wrigley .....          |                               | do 30..                   | 90 04       | 12 30                                  | Screw, freight.                    |
| Harry Montgomery ..... |                               | Aug. 17..                 | 3 65        | 5 32                                   | do fishing boat.                   |
| Aurora .....           | 80                            | May 1..                   | 224 50      | 26 00                                  | Paddle, passenger and freight.     |
| Millie Howell .....    |                               | do 16..                   | 24 11       | 6 92                                   | Screw, fishing boat.               |
| Red River .....        | 35 (deck)                     | June 14..                 | 166 47      | 21 28                                  | do freight and passenger.          |
| Sultana .....          |                               | May 16..                  | 357 55      | 36 64                                  | do do fish freezer.                |
| Colville .....         | 35 (deck)                     | June 3..                  | 164 41      | 21 12                                  | Twin-screw, passenger and freight. |
| Ripple .....           | No certifi                    | cate issued               | 9 83        | 5 80                                   | Paddle, excursion boat.            |

EDMUND R. ABELL,  
Steamboat Inspector.

STEAM Vessels not inspected for the year ended 31st December, 1891.

MANITOBA, KEEWATIN AND NORTH-WEST TERRITORIES DIVISION.

| Name of Vessel.     | Gross Tonnage. | Registered Tonnage. | Dues and Fees. | Remarks.<br>Why not inspected and class of Vessel.   |
|---------------------|----------------|---------------------|----------------|--|
|                     |                |                     | \$ cts.        |  |
| Marquette.....      | 149·07         | 93·92               | .....          | Stern paddle ; not in use.   |
| Lady Ellen.....     | 18·57          | 12·63               | 6 52           | Screw ; fishing boat ; failed to meet.   |
| Princess .....      | 530·58         | 289·48              | .....          | Paddle ; not in use.   |
| Mountain Belle..... | 0·90           | ·86                 | 5 08           | Screw ; pleasure yacht ; too far distant from office, without special orders from Department, to inspect her (at Banff).                                   |
| Alice Sprague.....  | 98·49          | 62·05               | .....          | Stern paddle ; not in use.   |
| Marquis.....        | 753·76         | 474·87              | .....          | do at Prince Albert, N.W.T. Has not been in the water this season.   |
| Northcote.....      | 461·34         | 290·65              | .....          | do do do   |
| North-West.....     | 425·00         | 305·00              | .....          | do do do   |
| Saskatchewan.....   | 336·84         | 212·21              | 34 96          | Screw ; Lake Manitoba. Have not been notified as ready for inspection, nor yet where to find the vessel.   |
| Ogema.....          | 62·05          | 42·20               | 9 96           | Screw ; fishing tug ; failed to meet.  |
| Antelope.....       | 142·61         | 107·73              | 19 44          | Paddle ; excursion boat ; on Red River ; not in use, water being too low.  |
| Angler... ..        | 16·16          | 10·99               | 6 44           | Screw ; fishing tug ; not ready for inspection before I went north, and on my return the vessel was not on the fishing grounds ; therefore failed to meet. |
| Victoria .....      | .....          | .....               | .....          | Screw ; tug ; dredge tender ; Government vessel.   |
| Sir Hector. ....    | .....          | .....               | .....          | do do  |

EDMUND R. ABELL,

*Steamboat Inspector.*

## STEAM Vessels inspected for the year ended 31st December, 1891.

## BRITISH COLUMBIA DIVISION.

| Name of Vessel.     | Number of Passengers allowed. | Date Certificate expires. | Gross Tons. | Tonnage Dues and Inspection Fees paid. | Remarks.                      |
|---------------------|-------------------------------|---------------------------|-------------|--|-------------------------------|
|                     |                               | 1892.                     |             | \$ cts.                                |                               |
| Islander.....       | 500                           | Jan. 5..                  | 1,495·29    | 127 60                                 | Twin-screw.                   |
| Robt. Dunsmuir..... |                               |                           | 230·75      | 8 00                                   | Special inspection.           |
| Hope.....           |                               | Jan. 12..                 | 78·49       | 11 32                                  | Screw.                        |
| Falcon.....         |                               |                           | 52·44       | 5 00                                   | Special inspection.           |
| Dreadnought.....    |                               | Jan. 15..                 | 30          | 8 12                                   | Screw.                        |
| Enterprise.....     |                               | do 23..                   | 2 95        | 5 24                                   | do yacht                      |
| Emma.....           | 25                            | do 29..                   | 35          | 7 80                                   | do                            |
| Barbara Boscowitz.. | 150                           | do 30..                   | 269·08      | 29 52                                  | do                            |
| Surrey.....         | 50                            | Feb. 9..                  | 263         | 29 04                                  | Catamaran ferry.              |
| Gladys.....         | 70                            | do 10..                   | 146         | 19 68                                  | Stern-wheel.                  |
| Earl.....           | 20                            | Oct. 24..                 | 74·78       | 11 00                                  | Screw.                        |
| K. de K.....        | 25                            | Feb. 14..                 | 61·67       | 9 96                                   | Paddle.                       |
| Burt.....           |                               | do 16..                   | 13·05       | 6 04                                   | Twin-screw.                   |
| Stella.....         |                               |                           | 16·32       | 5 00                                   | Special inspection.           |
| Millie.....         |                               | March 3..                 | 9·24        | 5 72                                   | Screw.                        |
| Adelaide.....       |                               | do 4..                    | 151         | 20 08                                  | Stern-wheel.                  |
| Clara Port.....     |                               | do 4..                    | 25·55       | 7 08                                   | Screw.                        |
| Fairy Queen.....    | 40                            | do 18..                   | 25          | 7 00                                   | Stern-wheel.                  |
| Tepic.....          | 40                            | do 19..                   | 70·87       | 10 68                                  | Screw.                        |
| Georgie.....        |                               | April 1..                 | 32·16       | 7 56                                   | do                            |
| Clyde.....          |                               | do 3..                    | 67·87       | 20 88                                  | Two years' dues ; twin-screw. |
| Rainbow.....        | 75                            | do 6..                    | 207·21      | 24 56                                  | Screw.                        |
| North Star.....     |                               | do 11..                   | 8·11        | 5 64                                   | do                            |
| Daisy.....          | 15                            | do 16..                   | 84·16       | 11 72                                  | do                            |
| Caledonia.....      | 14                            | do 21..                   | 237         | 26 96                                  | Stern-wheel.                  |
| Buzz.....           |                               | do 23..                   | 12·59       | 6 04                                   | Screw.                        |
| Constance.....      | 25                            | do 24..                   | 49·52       | 9 00                                   | do                            |
| Nagasaki.....       | 25                            | do 24..                   | 15·13       | 6 20                                   | do                            |
| Spratt's Ark.....   |                               | do 23..                   | 307·88      | 32 64                                  | Swin-screw.                   |
| Oriole.....         |                               | do 24..                   | 4·15        | 5 32                                   | Screw, yacht.                 |
| Florence.....       |                               | do 25..                   | 59·44       | 9 80                                   | Stern-wheel.                  |

STEAM Vessels inspected, &c.—British Columbia Division—*Continued.*

| Name of Vessel.      | Number of Passengers allowed. | Date Certificate expires. | Gross Tons. | Tonnage Dues and Inspection Fees paid. | Remarks.   |
|----------------------|-------------------------------|---------------------------|-------------|--|--|
|                      |                               | 1892.                     |             | \$ cts.                                |  |
| Wm. Irving.....      | 290                           | April 29..                | 552·88      | 67 04                                  | Stern wheel.                                       |
| Badger.....          |                               | May 7..                   | 49·93       | 9 00                                   | Screw.   |
| Alert.....           | 20                            | do 8..                    | 43·81       | 8 52                                   | do   |
| Bon Accord.....      |                               | do 15..                   | 84·15       | 23 44                                  | Two years' dues ; stern-wheel.                     |
| Comet.....           | 12                            | do 15..                   | 85·26       | 11 80                                  | Screw.   |
| Yosemite.....        | 400                           | do 21..                   | 1,525·03    | 130 00                                 | Paddle.  |
| Swan.....            |                               | do 19..                   | 16·95       | 6 36                                   | Screw.   |
| Lenora.....          |                               | do 19..                   | 33          | 7 64                                   | do   |
| Vancouver.....       |                               | do 22..                   | 49·96       | 9 00                                   | do   |
| Minnehaha.....       |                               | do 23..                   | 5           | 5 40                                   | Screw, yacht.                                      |
| Islander.....        |                               | do 13..                   | 1,495       | 8 00                                   | Special repairs to boiler.                         |
| Skidegate.....       | 20                            | April 24..                | 37·08       | 7 96                                   | Screw ; passenger certificate granted 27th August. |
| Eliza Edwards.....   | 40                            | June 1..                  | 54·63       | 9 40                                   | Screw ; passenger certificate granted 27th August. |
| Muriel.....          |                               | do 6..                    | 44·13       | 17 04                                  | Twin-screw ; two years' dues.                      |
| Winnefred.....       |                               | do 6..                    | 12·97       | 12 08                                  | Screw do   |
| Nora.....            |                               | do 5..                    | 19·43       | 13 04                                  | do do  |
| Spitfire.....        |                               | do 5..                    | 8           | 11 28                                  | do do  |
| R. P. Rithet.....    | 250                           | 1891.<br>Oct. 15..        | 816 69      | 73 36                                  | Stern-wheel.                                       |
| Mascotte.....        |                               | 1892.<br>June 1..         | 191·53      | 23 36                                  | Twin-screw.  |
| Horseshoe.....       |                               | do 18..                   | 17·71       | 12 88                                  | Screw ; two years' dues.                           |
| Clara Young.....     |                               | do 19..                   | 30·75       | 7 48                                   | Screw.   |
| Joe Adams.....       |                               | do 19..                   | 11·89       | 5 96                                   | do   |
| Delta.....           |                               | do 19..                   | 14·19       | 6 12                                   | do   |
| Wellington.....      |                               | do 18..                   | 16·3        | 12 56                                  | do two years' dues.                                |
| May Queen.....       |                               | do 19..                   | 14·10       | 12 24                                  | do do  |
| Princess Louise..... | 300                           | do 26..                   | 931·76      | 82 56                                  | Paddle.  |
| Florence.....        |                               | do 24..                   | 30·41       | 7 40                                   | Screw.   |
| Active.....          | 20                            | do 27..                   | 171·74      | 21 76                                  | do   |
| Iona.....            | 25                            | do 30..                   | 52·62       | 9 24                                   | Twin-screw.  |
| Lois.....            | 10                            | do 30..                   | 25·15       | 7 00                                   | Screw.   |
| Nagasaki.....        |                               | do 30..                   | 15·13       | 5 00                                   | Special repairs to boiler.                         |
| Cutch.....           | 150                           | July 6..                  | 324·27      | 33 92                                  | Screw.   |

STEAM Vessels inspected, &c.—British Columbia Division—*Continued.*

| Name of Vessel.     | Number of<br>Passen-<br>gers<br>allowed. | Date<br>Certificate<br>expires. | Gross<br>Tons. | Tonnage<br>Dues<br>and Inspec-<br>tion<br>Fees paid. | Remarks.                      |
|---------------------|--|---------------------------------|----------------|--|-------------------------------|
|                     |  | 1892.                           |                | \$ cts.  |                               |
| Duchess.....        | 80                                       | July 11..                       | 145·48         | 39 20  | Stern-wheel; two years' dues. |
| Galena.....         | 25                                       | do 15..                         | 47·64          | 24 60  | Twin-screw; 3 years' dues.    |
| Surprise.....       |  | do 14..                         | 14 08          | 12 24  | Screw; 2 years' dues.         |
| Idaho.....          |  | do 16..                         | 6·04           | 16 44  | do 3 years' dues.             |
| Nelson.....         | 120                                      | do 25..                         | 496·01         | 47 68  | Stern-wheel.                  |
| Dispatch.....       |  | do 18..                         | 37·10          | 7 96   | Oatamaran, paddle.            |
| Lytton.....         | 125                                      | do 20..                         | 451·66         | 44 16  | Stern-wheel.                  |
| Penticton.....      | 25                                       | do 21..                         | 49·69          | 9 00   | Twin-screw.                   |
| Red Star No. 2..... |  | do 23..                         | 36·85          | 15 92  | Stern-wheel; 2 years' dues.   |
| Brunette.....       |  | do 27..                         | 37·03          | 7 96   | Screw.                        |
| Senator.....        | 30                                       | Aug. 6..                        | 27·63          | 7 24   | do ferry.                     |
| Velos.....          | 20                                       | do 6..                          | 72·52          | 10 84  | do                            |
| Mamie.....          | 15                                       | do 7..                          | 89·60          | 12 20  | do                            |
| Standard.....       |  | do 11..                         | 51·08          | 9 08   | do                            |
| Mystery.....        | 40                                       | Sept. 3..                       | 64·80          | 10 20  | do                            |
| Lorne.....          | 30                                       | do 10..                         | 287·96         | 31 04  | do                            |
| Etta White.....     | 20                                       | do 16..                         | 97·35          | 12 76  | do                            |
| Saturna.....        | 15                                       | do 16..                         | 22·05          | 6 76   | do                            |
| Belle.....          | 12                                       | do 17..                         | 66·62          | 10 36  | do                            |
| Esperanza.....      | 12                                       | do 18..                         | 30·88          | 7 48   | do                            |
| Blonde.....         |  | do 17..                         | 32·64          | 7 64   | do                            |
| Kildonan.....       |  | do 17..                         | 51·41          | 9 08   | do                            |
| Eva.....            |  | do 18..                         | 34·99          | 7 80   | do                            |
| Nanaimo.....        |  | do 21..                         | 70·79          | 10 68  | Stern-wheel.                  |
| Lilly.....          |  | do 22..                         | 33·57          | 7 72   | Screw.                        |
| Wilna.....          |  | do 22..                         | 4 04           | 5 32   | do yacht.                     |
| Rover.....          |  | do 22..                         | 6·57           | 5 56   | do                            |
| Cora.....           |  | do 24..                         | 25·12          | 7 00   | do                            |
| Estelle.....        | 12                                       | do 21..                         | 84·06          | 11 72  | do                            |
| Thistle.....        | 26                                       | do 28..                         | 222·36         | 25 76  | do                            |
| Lottie.....         |  | do 29..                         | 29·24          | 7 32   | do                            |
| Phantom.....        |  | Oct. 7..                        | 46·53          | 8 76   | do                            |

STEAM Vessels inspected, &c.—British Columbia Division—*Continued.*

| Name of Vesses.    | Number of Passengers allowed. | Date Certificate expires. | Gross Tons. | Tonnage Dues and Inspection Fees paid. | Remarks.  |
|--------------------|-------------------------------|---------------------------|-------------|--|---|
|                    |                               | 1892.                     |             | \$ cts.                                |   |
| Chieftain.....     |                               | Oct. 13..                 | 64·80       | 10 20                                  | Screw.  |
| Falcon.....        |                               | do 20..                   | 52·44       | 9 24                                   | do  |
| Isabel.....        | 80                            | do 20..                   | 445·93      | 43 68                                  | Paddle.   |
| Delaware.....      | 150                           | do 24..                   | 475·20      | 46 00                                  | Stern-wheel.                                    |
| Robt. Dunsmuir.... | 85                            | do 24..                   | 231·75      | 26 56                                  | Twin-screw.                                     |
| Gipsy.....         |                               | do 23..                   | 49·63       | 9 00                                   | Stern-wheel.                                    |
| Iris.....          |                               | do 22..                   | 19·32       | 6 52                                   | Screw.  |
| Telephone.....     | 50                            | do 23..                   | 80·66       | 11 48                                  | Stern-wheel.                                    |
| Agnes.....         |                               | do 21..                   | 22·70       | 6 84                                   | Screw.  |
| Earl.....          | 20 (deck)                     | do 23..                   | 74·78       | 11 00                                  | do  |
| Maude.....         | 45                            | do 20..                   | 174·99      | 22 00                                  | do  |
| Danube.....        |                               |                           | 886·84      | 78 96                                  | do inspection not finished ; under alterations. |
| Sunbury.....       |                               | do 30..                   | 73·36       | 10 84                                  | Paddle.   |
| Logger.....        |                               | do 31..                   | 18·84       | 6 52                                   | Logging scow.                                   |
| Eliza.....         |                               | Nov. 5..                  | 7·55        | 5 64                                   | Screw.  |
| Angerona.....      |                               | do 26..                   | 13·79       | 6 12                                   | do yacht.                                       |
| Evangeline.....    |                               | do 28..                   | 13·86       | 12 24                                  | do do 2 years' fees and dues.                   |
| Stella.....        |                               | Dec. 3..                  | 16·32       | 6 28                                   | do  |
| Comox.....         |                               | do 19..                   | 101·17      | 16 08                                  | do  |
| Logger.....        |                               |                           | 18·84       | 5 00                                   | Special, testing boiler.                        |
| Kildonan.....      |                               |                           | 51·41       | 5 00                                   | do after repairs to boiler.                     |
| T. W. Carter.....  |                               | do 14..                   | 26·94       | 7 16                                   | Screw, fishing tug.                             |
|                    |                               |                           | 18,226·63   | 2,204 18                               |   |

J. A. THOMSON,  
Steamboat Inspector.

STEAM Vessels not inspected for the Year ended 31st December, 1891.

BRITISH COLUMBIA DIVISION.

| Name of Vessel.                  | Gross Tonnage. | Registered Tonnage. | Dues and Fees. | Why not inspected and class of Vessel.                               |
|----------------------------------|----------------|---------------------|----------------|--|
|                                  |                |                     | \$ cts.        |  |
| Bella.....                       | 8·01           | 5·61                | 5 64           | Fishing tug at Bella Coola; out of reach when inspector in district. |
| Morris .....                     | 11·66          | 8·04                | 5 96           | Fishing tug up Naas River; beyond reach except at great expense.     |
| Peerless.....                    | 307·47         | 256·03              | 32 56          | Not been in service this year.                                       |
| Cariboo Fly.....                 | 281·82         | 202·66              | 30 56          | Not in service.  |
| Amelia.....                      | 430·97         | 222·08              | 42 48          | do   |
| Alice.....                       | 54·10          | 34·09               | 9 32           | do   |
| Red Star, No. 1 or Okanagan..... | 14·81          | 10·00               | 6 20           | Avoided inspection; reported to Minister.                            |
| Pilot.....                       | 183·08         | 107·16              | 22 64          | Laid up; requires new boilers.                                       |
| Neel.....                        | 207·97         | 125·47              | 26 64          | Freight. Up in Alaska when inspector in district of Skeena River.    |
| Mermaid.....                     | 66·25          | 44·25               | 10 28          | Not in service.  |
| Eva.....                         | 6·56           | 4·13                | 5 56           | Fishing tug, Gardner's Inlet; too much expense.                      |
| Glad Tidings .....               | 43·02          | 27·15               | 8 44           | Missionary service; laid up.   |

J. A. THOMSON,  
Steamboat Inspector, Victoria, B.C.



STEAM Vessels inspected, &c.—British Columbia Division—*Continued.*

| Name of Vessel.                        | Number of Passengers allowed. | Date Certificate expires. | Gross Tons. | Tonnage Dues and Inspection Fees paid. | Remarks.            |
|--|-------------------------------|---------------------------|-------------|--|---------------------|
|  |                               | 1892.                     |             | \$ cts.                                |                     |
| Islander. . . . .                      | 500                           | January..                 | 1,495·29    | 127 60                                 | Twin-screw.         |
| Emma. . . . .                          | 25                            | do ..                     | 35·00       | 7 80                                   | Screw.              |
| Barbara Boscovitz. . .                 | 150                           | do ..                     | 269·04      | 29 52                                  | do                  |
| Gladys. . . . .                        | 70                            | February.                 | 146·00      | 19 68                                  | Stern-wheel.        |
| Surrey. . . . .                        | 50                            | do ..                     | 263·00      | 29 04                                  | Centre-wheel-ferry. |
| K de K. . . . .                        | 25                            | do ..                     | 61·67       | 9 96                                   | Paddle-ferry.       |
| Earl. . . . .                          | 20                            | October ..                | 74·78       | 11 00                                  | Screw.              |
| Adelaide. . . . .                      |                               | 1891.<br>March....        | 151·00      | 20 08                                  | Stern-wheel.        |
| Tepic. . . . .                         | 40                            | do ....                   | 70·87       | 10 68                                  | Screw.              |
| Fairy Queen. . . . .                   | 40                            | do ....                   | 25·00       | 7 00                                   | Stern-wheel.        |
| Rainbow. . . . .                       | 75                            | April. . .                | 207·21      | 24 56                                  | Screw.              |
| Daisy. . . . .                         | 15                            | do ....                   | 84·16       | 11 72                                  | do                  |
| Caledonia. . . . .                     | 14                            | do ....                   | 237·00      | 26 96                                  | Stern-wheel.        |
| Nagasaki. . . . .                      | 25                            | do ....                   | 15·13       | 6 20                                   | Screw.              |
| Constance. . . . .                     | 25                            | do ....                   | 49·52       | 9 00                                   | do                  |
| U. S. S. Scow, No. 6                   | 100                           | 1891.<br>October ..       |             | 5 00                                   | Scow.               |
| do No. 2                               | 160                           | do ..                     |             | 5 00                                   | do                  |
| Wm. Irving. . . . .                    | 200                           | 1892.<br>April. . .       | 552·88      | 67 04                                  | Stern-wheel.        |
| Spratt's Ark. . . . .                  |                               | do ....                   | 307·88      | 32 64                                  | Twin-screw.         |
| Alert. . . . .                         | 20                            | May.....                  | 43·81       | 8 52                                   | Screw.              |
| Skedigate. . . . .                     | 20                            | April. ....               | 37·08       | 7 96                                   | do                  |
| Comet. . . . .                         | 12                            | May.....                  | 85·26       | 11 80                                  | do                  |
| Yosemite. . . . .                      | 400                           | do ..                     | 1,525·03    | 130 00                                 | Paddle.             |
| Surrey, Special. . . .                 | 200                           | 1891.<br>May .....        |             | 8 00                                   | Centre-wheel-ferry. |
| Yosemite, Special. . .                 | 700                           | do ..                     |             | 8 00                                   | Paddle.             |
| Hare's Scow, No. 1. .                  | 120                           | do ..                     |             | 5 00                                   | Scow.               |
| do No. 2. . . . .                      | 160                           | do ..                     |             | 5 00                                   | do                  |
| Badger. . . . .                        | 100                           | do ..                     |             | 5 00                                   | Steam-scow.         |
| H. G. Ashley's Scow,<br>No. 1. . . . . | 190                           | do ..                     |             | 5 00                                   | Scow.               |
| H. G. Ashley's Scow,<br>No. 2. . . . . | 180                           | do ..                     |             | 5 00                                   | do                  |
| E. C. Baker's Scow. .                  | 160                           | do ..                     |             | 5 00                                   | do                  |
| Florence. . . . .                      | 140                           | do ..                     |             | 5 00                                   | Steam-scow.         |

STEAM Vessels inspected, &c.—British Columbia Division—*Continued.*

| Name of Vessel.         | Number<br>of<br>Passen-<br>gers<br>allowed. | Date<br>certificate<br>expires. | Gross<br>Tons. | Tonnage<br>Dues<br>and Inspec-<br>tion<br>Fees paid. | Remarks.                     |
|-------------------------|---|---------------------------------|----------------|--|------------------------------|
|                         |   | 1891.                           |                | \$ cts.  |                              |
| Cowper's Scow . . . .   | 190   | May . . . . .                   |                | 5 00   | Scow.                        |
| R. P. Rithet . . . . .  | 250   | October . . . .                 | 816·69         | 73 36  | Stern-wheel.                 |
|                         |   | 1892.                           |                |  |                              |
| Mascotte . . . . .      |   | June . . . . .                  | 191·53         | 23 36  | Twin-screw.                  |
| Princess Louise . . . . | 300   | do . . . . .                    | 931·76         | 82 56  | Paddle.                      |
| Active . . . . .        | 20  | do . . . . .                    | 171·74         | 21 40  | Screw.                       |
| Iona . . . . .          | 25  | do . . . . .                    | 52·62          | 9 24   | Twin-screw.                  |
| Lois . . . . .          | 10  | do . . . . .                    | 25·15          | 7 00   | Screw.                       |
| Cutch . . . . .         | 150   | July . . . . .                  | 324·27         | 33 92  | do                           |
| Senator . . . . .       | 30  | August . . . . .                | 27·63          | 7 24   | do ferry.                    |
| Velos . . . . .         | 20  | do . . . . .                    | 72·50          | 10 84  | do                           |
| Mamie . . . . .         | 15  | do . . . . .                    | 89·60          | 12 20  | do                           |
| Eliza Edwards . . . . . | 40  | June . . . . .                  | 54·63          | 9 40   | do                           |
| Mystery . . . . .       | 40  | September . . .                 | 64·80          | 10 20  | do                           |
| Lorne . . . . .         | 30  | do . . . . .                    | 287·96         | 31 04  | do                           |
| Esperanza . . . . .     | 12  | do . . . . .                    | 30·88          | 7 48   | do                           |
| Estelle . . . . .       | 12  | do . . . . .                    | 84·06          | 17 72  | do                           |
| Foreman's Barge . . . . | 20  | do . . . . .                    |                |  | Barge for passengers.        |
| Belle . . . . .         | 12  | do . . . . .                    | 66·62          | 10 36  | Screw.                       |
| Thistle . . . . .       | 26  | do . . . . .                    | 222·36         | 25 76  | do                           |
| Etta White . . . . .    | 20  | do . . . . .                    | 97·35          | 12 76  | do                           |
| Isabel . . . . .        | 80  | October . . . . .               | 445·93         | 48 68  | Paddle.                      |
| Delaware . . . . .      | 150   | do . . . . .                    | 475·20         | 46 00  | Stern-wheel.                 |
| Earl . . . . .          | 20  | do . . . . .                    | 74·78          | 11 00  | Screw.                       |
| Telephone . . . . .     | 50  | do . . . . .                    | 80·66          | 11 48  | Stern-wheel.                 |
| Robert Dunsmuir . . . . | 85  | do . . . . .                    | 231·75         | 26 56  | Twin-screw.                  |
| Satuma . . . . .        | 15  | September . . .                 | 22·05          | 6 76   | Screw.                       |
| Maude . . . . .         | 45  | October . . . . .               | 174·99         | 22 00  | do                           |
| Comox . . . . .         |   |                                 | 101·17         | 16 08  | do inspection not completed. |
|                         | 5,603                                       |                                 | 10,955·29      | \$1,264 16   |                              |

R. COLLISTER,  
Hull Inspector.

STEAM Vessels not inspected for the year ended 31st December, 1881.

BRITISH COLUMBIA DIVISION.

| Name of Vessel.   | Gross Tonnage. | Registered Tonnage. | Dues and Fees. | Remarks.<br>Why not inspected and class of Vessel. |
|-------------------|----------------|---------------------|----------------|--|
|                   |                |                     | \$ cts.        |  |
| Cariboo Fly ..... | 281·82         | 202·66              | 30 56          | Laid up; twin-screw.                               |
| Amelia .....      | 430·97         | 222·05              | 42 48          | do paddle steamer.                                 |
| Pilot .. .        | 183·05         | 107·16              | 22 64          | do screw-tug.                                      |
| Nell .....        | 207·97         | 125·47              | 26 64          | Freight and passenger, at the Skeena River.        |
| Mermaid.....      | 66·27          | 44·25               | 10 28          | Laid up; paddle steamer.                           |
|                   | 1,170·08       | 701·59              | 132 60         |  |

R. COLLISTER,  
*Hull Inspector.*

STATEMENT of the number of Steam Vessels added to the Dominion during the year ended 31st December, 1891; their Class and Horse-power; whether of Wood or Iron; their Gross and Registered Tonnage; where built; and where and how employed.

| Name of Vessel.     | Horse-power. | Class.      | Wood or Iron. | Gross Tonnage. | Registered Tonnage. | Where built.      | Where and how employed.                         |
|---------------------|--------------|-------------|---------------|----------------|---------------------|-------------------|---|
| Glenrosa.....       | 2 13         | Screw ..... | Wood...       | 63             | 45                  | Magametawan.....  | Passenger, between Burke Falls and Magametawan. |
| A. V. Crawford..... | 20 33        | do .....    | do ..         | 51             | 35                  | Goderich .....    | Tug boat, Georgian Bay.                         |
| Mink.....           | 2 13         | do .....    | do ..         | 13             | 9                   | Port Caaling..... | Passenger, Muskoka Lakes.                       |
| Minota .....        | 3 33         | do .....    | do ..         | 29             | 19                  | Toronto .....     | Pleasure yacht, Lake Simcoe.                    |
| Delight.....        | 3 33         | do .....    | do ..         | 26             | 14                  | Bruce Mines ..... | Tug boat, Lake Huron.                           |
|                     | 31 85        |             |               | 182            | 122                 |                   |   |

JAMES JOHNSTON,  
*Steamboat Inspector.*

STATEMENT of the number of Steam Vessels added to the Dominion during the year ended 31st December, 1891 ; their Class and Horse-power ; whether of Wood or Iron ; their Gross and Registered Tonnage ; where built ; and where and how employed.

| Name of Vessel.        | Horse-power. | Class.      | Wood, Steel, Iron or | Gross Tonnage. | Registered Tonnage. | Where built.            | Where and how employed.                 |
|------------------------|--------------|-------------|----------------------|----------------|---------------------|-------------------------|---|
| Joe Milton.....        | 14 7         | Screw.....  | Wood..               | 93             | 63                  | Port Stanley.....       | Passenger and freight, Lake Erie.       |
| Snowstorm .....        | 4 03         | do ..       | do ..                | 17             | 10                  | do .....                | Fishing tug, Lake Erie.                 |
| Victoria.....          | 83           | do .....    | do ..                | 3              | 2                   | Port Elgin.....         | Tug, Lake Huron.                        |
| City of Stratford..... | 81           | Twin-screw. | do ..                | 4              | 3                   | Stratford.....          | Pleasure yacht, Avon River.             |
| Sonntag .....          | 1 06         | Screw ..... | do ..                | 7              | 5                   | Toronto.....            | do Lake Ontario.                        |
| 12 Vera .....          | 1 2          | do .....    | do ..                | 14             | 12                  | Blenheim.....           | Passenger, Rondeau Bay.                 |
| Michigan.....          | 166 66       | Paddle..... | Steel...             | 1,730          | 498                 | Bay City, Michigan..... | Railway car ferry, Windsor and Detroit. |
|                        | 189 29       |             |                      | 1,868          | 593                 |                         |   |

JOHN DODDS,  
*Steamboat Inspector, West Ontario Division.*

STATEMENT of the number of Steam Vessels added to the Dominion during the year ended 31st December, 1891; their Class and Horse-power, whether of Wood or Iron; their Gross and Registered Tonnage; where built; and where and how employed.

| Name of Vessel.        | Horse-power. | Class.      | Wood or Iron. | Gross Tonnage. | Registered Tonnage. | Where built.            | Where and how employed.                      |
|------------------------|--------------|-------------|---------------|----------------|---------------------|-------------------------|--|
| Michigan .....         | .....        | Paddle..... | Steel.....    | 1729 80        | 498 24              | Bay City, Michigan..... | C. P. R. car ferry, Windsor and Detroit.     |
| Joe Milton .....       | .....        | Screw.....  | Wood ..       | 95 30          | 63 45               | Port Stanley.. .....    | Port Stanley, Lake Erie, fish and tug.       |
| Glenrosa.....          | .....        | do .....    | do ..         | 63 18          | 42 97               | Maganetawan.....        | On the Maganetawan River, passenger and tug. |
| Mink .....             | .....        | do .....    | do ..         | 13 32          | 9 06                | Port Carling.....       | On the Muskoka Lakes, passenger and tug.     |
| Sonntag .....          | .....        | do .....    | do ..         | 7 24           | 4 93                | Toronto.....            | Pleasure yacht on Toronto Bay.               |
| Minata.....            | .....        | do .....    | do ..         | 28 53          | 19 41               | do .....                | do Lake Simcoe                               |
| City of Stratford..... | .....        | do .....    | do ..         | 4 01           | 2 73                | Port Dalhousie.....     | do the Avon River, Stratford.                |
| Vera.....              | .....        | do .....    | do ..         | 13 52          | 12 24               | Blenham .....           | Passenger, Rondeau Bay, screw.               |
|                        |              |             |               | 1954 90        | 653 03              |                         |  |

THOS. HARBOTTLE,  
*Hull Inspector.*

STATEMENT of the number of Steam Vessels added to the Dominion during the year ended 31st December, 1891 ; their Class and Horse-power ; whether of Wood or Iron ; their Gross and Registered Tonnage ; where built ; and where and how employed.

| Name of Vessel.       | Horse-power. | Class. | Wood or Iron. | Gross Tonnage. | Registered Tonnage. | Where built.    | Where and how employed.                                      |
|-----------------------|--------------|--------|---------------|----------------|---------------------|-----------------|--|
| Lorelei. ....         | 2-13         | Screw  | Wood ..       | 44-29          | 30-12               | Kingston. ....  | Passenger, Bay of Quinté and River St. Lawrence to Prescott. |
| Titania. ....         | 3-53         | do     | do ..         | 16-83          | 10-64               | do .....        | Yacht.   |
| Bertha. ....          | 3-00         | do     | do ..         | 17-64          | 12-00               | do .....        | do   |
| Sunbeam. ....         | 7-50         | Paddle | do ..         | 111-89         | 83-48               | Lakefield. .... | Passenger, waters of Victoria and Peterboro'.                |
| Orrandella. ....      | 9-63         | do     | do ..         | 266-20         | 169-50              | Lindsay .....   | do do  |
| 1878 Maggie May ..... | 3-33         | Screw  | do ..         | 29-03          | 19-74               | Washburn. ....  | Freight, Rideau Canal.                                       |
|                       | 29-12        |        |               | 485-88         | 325-48              |                 |  |

EDWARD ADAMS,  
Steamboat Inspector, East Ontario Division.

STATEMENT of the number of Steam Vessels added to the Dominion during the year ended 31st December, 1891; their Class and Horse power; whether of Wood or Iron; their Gross and Registered Tonnage; where built; and where and how employed.

| Name of Vessel. | Horse-power. | Class.      | Wood or Iron. | Gross Tonnage. | Registered Tonnage. | Where built.   | Where and how employed.                       |
|-----------------|--------------|-------------|---------------|----------------|---------------------|----------------|---|
| Lorelei.....    | 2 13         | Screw.....  | Wood..        | 44 29          | 30 12               | Kingston.....  | Passenger, Bay of Quinté and Prescott.        |
| Sunbeam.....    | 7 50         | Paddle..... | do ..         | 111 89         | 83 48               | Lakefield..... | do waters of Victoria and Peterboro'.         |
| Titania.....    | 3 53         | Screw.....  | do ..         | 16 83          | 10 64               | Kingston.....  | Yacht.  |
| Maggie May..... | 3 33         | do .....    | do ..         | 29 03          | 19 74               | Washburn.....  | Tug, Rideau Canal.                            |
| Orandella.....  | 9 63         | Paddle..... | do ..         | 266 20         | 169 50              | Lindsay.....   | Passenger, waters of Victoria and Peterboro'. |
| Bertha.....     | 3 00         | Screw.....  | do ..         | 17 64          | 12 00               | Kingston.....  | Yacht.  |
|                 | 29 12        |             |               | 485 88         | 325 48              |                |   |

THOMAS DONNELLY,  
*Steamboat Inspector, East Ontario Division.*



STATEMENT of the number of Steam Vessels added to the Dominion during the year ended 31st December, 1891 ; their Class and Horse-power ; whether of Wood or Iron ; their Gross and Registered Tonnage ; where built ; and where and how employed.

| Name of Vessel. | Horse power. | Class.       | Wood or Iron. | Gross Tonnage. | Registered Tonnage. | Where built.               | Where and how employed.                     |
|-----------------|--------------|--------------|---------------|----------------|---------------------|----------------------------|---|
|                 |              |              |               |                |                     |                            |   |
| Sir Hector..... | 6·2          | Screw .....  | Wood .....    | 40             | 10                  | Ottawa, 1891.....          | Towing on Ottawa River.                     |
| Squaaw.....     | 2·7          | do .....     | do .....      | 22             | 18                  | Buckingham, 1891 .....     | Passenger and towing on Lièvre River.       |
| Hudson .....    | 50·26        | Side-wheel.. | Composite..   | 158            | 80                  | Sorel, 1891.....           | Towing, Montreal, Quebec and Chambly River. |
| Mildred .....   | 3·86         | Screw .....  | Wood .....    | 15             | 13                  | Kingston, Ont., 1891 ..... | Freight and passenger on Lièvre River.      |
|                 | 65·02        |              |               | 235            | 121                 |                            |   |

JOHN BURGESS,  
*Steamboat Inspector.*

STATEMENT of the number of Steam Vessels added to the Dominion during the year ended 31st December, 1891 ; their Class and Horse-power ; whether of Wood or Iron ; their Gross and Registered Tonnage ; where built ; and where and how employed.

| Name of Vessel. | Horse-power. | Class.      | Wood or Iron. | Gross Tonnage. | Registered Tonnage. | Where built.      | Where and how employed.                           |
|-----------------|--------------|-------------|---------------|----------------|---------------------|-------------------|---|
| Thornholm.....  | 175          | Screw ..... | Iron.....     | 1,816          | 1,182               | Sunderland.....   | As a freight boat from Montreal to foreign ports. |
| Lily H.....     | 9 63         | do .....    | Wood...       | 18             | 13                  | Quebec.....       | As a Quebec harbour tug.                          |
| Anny McGee..... | 12 33        | do .....    | do ..         | 60             | .....               | Pubnico, N.S..... | As a wrecking schooner.                           |
| .....           | .....        | .....       | .....         | .....          | .....               | .....             | .....   |

PIERRE D. BRUNELLE,  
*Hull Inspector.*  
JOS. SAMSON,  
*Steamboat Insp., Quebec District.*

STATEMENT of the number of Steam Vessels added to the Dominion during the year ended 31st December, 1891; their Class and Horse power; whether of Wood or Iron; their Gross and Registered Tonnage; where built; and where and how employed.

| Name of Vessel.     | Horse-power. | Class.      | Wood, Steel, Iron or | Gross Tonnage. | Registered Tonnage. | Where built.                     | Where and how employed.                          |
|---------------------|--------------|-------------|----------------------|----------------|---------------------|----------------------------------|--|
| Anticosti.....      | 8-17         | Screw.....  | Wood.....            | 19-00          | 15-98               | Shelburne, N.S., 1891.....       | Fish boat, coasting.                             |
| Aid .....           | 18-13        | do .....    | do ..                | 98-55          | 67-02               | Liverpool, N.S., 1891.....       | Wrecker do                                       |
| Amanda Green.....   | 3-33         | do .....    | do ..                | 19-63          | 13-37               | St. John, N.B., 1891 .....       | Tug, St. John, N.B.                              |
| Bessie Ardilla..... | 7-06         | do .....    | do ..                | 11-17          | 7-77                | West Isles, N.B., 1890.....      | do Deer Island to Eastport.                      |
| Blue Hill. ....     | 41-86        | Twin-screw. | do ..                | 195-83         | 97-51               | Boston, Mass., 1887.....         | Passenger, ferry, Yarmouth to Liverpool.         |
| Collector.....      | 18-30        | Screw.....  | do ..                | 52-02          | 33-39               | Halifax, N.S., 1891.....         | Lighter, Halifax Harbour.                        |
| C. M. Winch.....    | 23-40        | do .....    | do ..                | 87-72          | 49-22               | Camden, N.Y., 1872 .....         | Tug, Little Glace Bay.                           |
| Ellida.....         | 12-06        | do .....    | Composite steel      | 37-52          | 25-51               | New Glasgow, N.S., 1891.....     | Yacht, coasting.                                 |
| Fanchon.....        | 5-70         | Paddle..    | Wood.....            | 95-66          | 60-27               | St. John, N.B., 1891.....        | Tug, St. John River.                             |
| Fastnet.....        | 65-60        | Screw.....  | Iron.....            | 337-71         | 154-56              | Glasgow, G.B., 1878.....         | Passenger and freight, Halifax to P. E. Island.  |
| Glencoe.....        | 3-33         | do .....    | Wood.....            | 32-21          | 24-53               | Granville Ferry, N.S., 1891..... | Ferry, passenger, Granville to Annapolis, N.S.   |
| Havana .....        | 54-17        | do .....    | do ..                | 470-98         | 245-86              | Hantsport, N.S., 1891.....       | Freight and passenger, Halifax and Newfoundland. |
| J. B. Hamlin.....   | 4-80         | do .....    | do ..                | 31-71          | 21-56               | Providence, R.I., 1891.....      | Freight, Pictou, N.S.                            |
| John L. Cann.....   | 34-66        | do .....    | do ..                | 142-08         | 62-60               | Yarmouth, N.S., 1891.....        | Tug, Yarmouth, N.S.                              |
| Hope .....          | 34-13        | Paddle..... | do ..                | 305-77         | 161-61              | Sorel, Que., 1878.....           | do St. John River.                               |
| Lunenburg.....      | 56-53        | Screw.....  | do ..                | 265-55         | 113-11              | Mahone Bay, N.S., 1891.....      | Passenger and freight, Halifax and Lunenburg.    |
| Marion.....         | 5-00         | do .....    | do ..                | 11-57          | 7-87                | Douglastown, N.B., 1891.....     | Yacht, Miramichi River.                          |
| Maple Leaf.....     | 19-20        | Paddle..    | do ..                | 129-06         | 81-31               | Pictou, N.S., 1891.....          | Ferry, Pictou and Pictou Landing.                |

|                     |        |              |         |          |          |  |   |
|---------------------|--------|--------------|---------|----------|----------|--|---|
| Northumberland..... | 211·86 | Twin-screw.  | Steel.. | 1,255·43 | 519·09   | Newcastle, G.B., 1891, Wood-stock, 1882. | Passenger and freight, P. E. Island, Point du Chêne and Picton. |
| Springfield.....    | 25·73  | Stern-wheel. | Wood..  | 232·73   | 146·00   | Lengthened, St. John, 1890....           | Passenger, St. John River.                                      |
| Rustler.....        | 3·33   | Paddle.....  | do ..   | 77·47    | 48·81    | Newcastle, N.B., 1891.....               | Ferry, passenger, Newcastle ferry.                              |
| Tangent.....        | 4·26   | Twin-screw.  | do ..   | 35·74    | 24·30    | Hampton, King's Co., 1891.....           | Tug, St. John River.  |
|                     | 641·61 |              |         | 3,945·11 | 1,982·92 |  |   |

DOUGLAS STEVENS,  
*Steamboat Inspector.*

STATEMENT of the number of Steam Vessels added to the Dominion during the year ended 31st December, 1891; their Class and Horse-power; whether of Wood or Iron; their Gross and Registered Tonnage; where built, and where and how employed.

| Name of Vessel.      | Horse-power. | Class.           | Wood or Iron. | Gross Tonnage. | Registered Tonnage. | Where built.           | Where and how employed.   |
|----------------------|--------------|------------------|---------------|----------------|---------------------|------------------------|---|
| St. Olaf .....       | .....        | 100 A 1 .....    | Iron .....    | 305            | 72                  | Port Glasgow, G.B..... | Pictou, Magdalen Islands and Cape Breton, passenger and freight.    |
| Lunenburg .....      | .....        | Am. Record ..... | Wood .....    | 265            | 113                 | Mahone Bay, N.S. ..    | Halifax and Lunenburg, N.S., passenger and freight.                 |
| Blue Hill .....      | .....        | .....            | do .....      | 195            | 97                  | Boston, U.S. ....      | Yarmouth to Argyle, N.S., passenger and freight.                    |
| Fastnet .....        | .....        | .....            | Steel.....    | 337            | 154                 | Glasgow, 1878.....     | Halifax to P.E.I., passenger and freight.                           |
| Maple Leaf .....     | .....        | .....            | Wood .....    | 129            | 81                  | Pictou, N.S. ....      | Ferry, Pictou to Pictou Landing.                                    |
| Glencoe .....        | .....        | .....            | do .....      | 32             | 24                  | Granville, N.S.....    | do Annapolis to Granville.  |
| Havana .....         | .....        | Veritas .....    | do .....      | 470            | 245                 | Hantsport, N.S. ....   | Freight boat, Halifax to Newfoundland.                              |
| Northumberland ..... | .....        | do .....         | Steel.....    | 1,255          | 519                 | Newcastle-on-Tyne..... | Charlottetown, P.E.I., to Shediac or Pictou, passenger and freight. |
|                      |              |                  |               | 2,988          | 1,305               |                        |   |

CHARLES R. COKER,  
*Dominion Inspector of Hulls, &c.*

STATEMENT of the number of Steam Vessels added to the Dominion during the year ended 31st December, 1891; their Class and Horse-power; whether of Wood or Iron; their Gross and Registered Tonnage; where built, and where and how employed.

| Name of Vessel. | Horse-power. | Class.      | Wood or Iron. | Gross Tonnage. | Registered Tonnage. | Where built.      | Where and how employed.                   |
|-----------------|--------------|-------------|---------------|----------------|---------------------|-------------------|---|
| Sultana.....    | 10·80        | Screw.....  | Wood..        | 357·55         | 243·13              | Selkirk, Man..... | Lake Winnipeg, freight, and fish freezer. |
| Angler.....     | 2·70         | do.....     | do..          | 16·16          | 10·99               | do.....           | do fishing boat.                          |
| Ripple.....     | 2·13         | Paddle..... | do..          | 9·83           | 6·19                | Winnipeg, Man.    | Red River, excursion boat.                |
|                 | 15·63        |             |               | 383·54         | 260·31              |                   |   |

EDMUND R. ABELL,  
*Steamboat Inspector for Manitoba, Keewatin and N.W.T.*

STATEMENT of the number of Steam Vessels added to the Dominion during the year ended 31st December, 1891 ; their Class and Horse-Power, whether of Wood or Iron ; their gross and Registered Tonnage ; where built and where and how employed.

## BRITISH COLUMBIA DIVISION.

| Name of Vessel.        | Horse-power. | Class.           | Wood or Iron. | Gross Tonnage. | Registered Tonnage. | Where built.                  | Where and how employed.                           |
|------------------------|--------------|------------------|---------------|----------------|---------------------|-------------------------------|---|
| Burt .....             | 2.5          | Twin-screw, tug. | Wood..        | 13.05          | 8.88                | Victoria .....                | Towing in adjacent waters.                        |
| Dreadnought .....      | 5.4          | Screw, tug..     | do ..         | 38.65          | .....               | New Westminster.....          | do and freighting, Burrard Inlet.                 |
| Caledonia.....         | 17.0         | Stern-wheel.     | do ..         | 237            | 130                 | do .....                      | Freight and passenger, Skeena River.              |
| Comet.....             | 16.6         | Screw, tug..     | do ..         | 85.26          | 58.85               | do .....                      | Towing, waters of British Columbia.               |
| 135 Eliza Edwards..... | 14.1         | do .....         | do ..         | 54.63          | 37.15               | Vancouver.....                | Freight and passenger, Vancouver to Fraser River. |
| Florence .....         | 2.7          | do .....         | do ..         | 30.41          | 17.80               | Victoria .....                | Cannery service, Skeena River.                    |
| Gemini .....           | 5.3          | Twin-screw.      | do ..         | 8.15           | 5.55                | New Westminster.....          | Pleasure yacht.                                   |
| Estelle .....          | 29           | Screw, tug..     | do ..         | 84.06          | 57.17               | Nanaimo.....                  | Towing, waters of British Columbia.               |
| Minnehaha.....         | 0.8          | do .....         | do ..         | 6.72           | 4.57                | New Westminster.....          | Pleasure yacht.                                   |
| Nora .....             | 2.1          | do .....         | do ..         | 19.43          | 13.21               | Port Eslington.....           | Cannery service, Skeena River.                    |
| Phantom.....           | 2.7          | do tug..         | do ..         | 46.53          | 31.65               | Port Madison, Wash., U.S..... | Coal trade, Nanaimo to Victoria.                  |
| Iona.....              | 5.4          | Twin-screw.      | do ..         | 52.62          | 35.79               | Vancouver.....                | Fish and passengers from north to Vancouver.      |
| Lois .....             | 4.8          | Screw, tug..     | do ..         | 25.15          | 17.11               | do .....                      | Towing, Burrard Inlet to Victoria.                |
| Nelson .....           | 13           | Stern-wheel.     | do ..         | 496.01         | 312.49              | Nelson, Kootenay.....         | Freight and passenger, Kootenay Lake.             |
| Surrey.....            | 17           | Catamaran.       | do ..         | 263.26         | 182.26              | New Westminster.....          | do Fraser River ferry.                            |
| Penticton.....         | 4.2          | Twin-screw.      | do ..         | 49.69          | 33.79               | Okanagan Lake.....            | do Okanagan Lake.                                 |
| Blonde.....            | 6.6          | Screw .....      | do ..         | 32.64          | 22.53               | New Westminster.....          | Towing, Fraser River.                             |

| Esperanza       | 2-7   | do                   | do    | 30-88    | 21-31    | do  | Passengers, Nanaimo to adjacent islands.            |
|-----------------|-------|----------------------|-------|----------|----------|---|---|
| Wildman         | 13-5  | do                   | do    | 51-41    | 32-08    | Victoria                                  | Towing, Fraser River.                               |
| Eva             | 3-3   | do                   | do    | 34-99    | 24-17    | New Westminster                           | do do   |
| Rover           | 1-4   | do                   | do    | 6-57     | 4-47     | Nanaimo                                   | do Nanaimo Harbour.                                 |
| Cora            | 2-7   | do                   | do    | 25-12    | 17-09    | Cowichan Lake                             | do logs, Cowichan Lake.                             |
| Galena          | 3-2   | Twin-screw.          | do    | 47-64    | 33-35    | Kootenay Lake                             | Freight and passengers, Kootenay Lake.              |
| Idaho           | 1-2   | Screw, tug.          | do    | 6-04     | 4-23     | Medical Lake, Idaho, U.S.A.               | Towing, Kootenay Lake.                              |
| Dispatch        | 2-1   | Catamaran            | do    | 37-10    | 23-38    | Revelstoke                                | Snag boat, Columbia River.                          |
| Earl            | 21    | Screw, tug.          | do    | 74-78    | 49-86    | Vancouver                                 | Towing, Fraser River.                               |
| Sunbury         | 2-7   | Freight, paddle.     | do    | 73-36    | 46-22    | New Westminster                           | Freighting, Arms of Fraser River.                   |
| Logger          | 1-2   | Scow                 | do    | 18-84    | 12-82    | Vancouver                                 | Gathering logs along beach.                         |
| Angerona        | 4-1   | Screw, yacht         | do    | 13-79    | 9-52     | New Westminster                           | Cruising for pleasure.                              |
| Comox           | 24-0  | Passenger & freight. | Steel | 101-17   | 60-16    | Paisley, Scotland; rivetted at Vancouver. | Freight and passengers, waters of British Columbia. |
| T. W. Carter    | 2-1   | Fishing tug.         | Wood  | 26-94    | 17-00    | Victoria                                  | San Juan, Vancouver Island.                         |
| City of Nanaimo | 5-8   | Passenger & freight. | do    | 751-37   | 517-74   | Vancouver                                 | Passengers and freight, mainland and Nanaimo.       |
|                 | 297-8 |                      |       | 2,927-41 | 1,893-43 |   |   |

JAMES A. THOMSON,  
*Steamboat Inspector.*



STATEMENT of the number of Steam Vessels added to the Dominion during the year ended 31st December, 1891; their Class and Horse-power; whether of Wood or Iron; their Gross and Registered Tonnage; where built; and where and how employed.

| Name of Vessel.    | Horse-power. | Class.        | Wood or Iron. | Gross Tonnage. | Registered Tonnage. | Where built.          | Where and how employed.                            |
|--------------------|--------------|---------------|---------------|----------------|---------------------|-----------------------|--|
| Iona .....         | 5.4          | Twin-screw.   | Wood ..       | 54.62          | 35.79               | Vancouver.....        | Freight and passenger, in British Columbia waters. |
| Lois .....         | 4.8          | do ..         | do ..         | 25.17          | 17.11               | do .....              | At present towing in British Columbia waters.      |
| Nelson.....        | 13.0         | Stern-wheel.  | do ..         | 496.01         | 312.49              | Nelson.....           | Freight and passenger.                             |
| Surrey .....       | 17.0         | Centre-wheel. | do ..         | 263.26         | 182.26              | New Westminster. .... | Fraser River ferry boat.                           |
| Blonder .....      | 6.6          | Screw .....   | do ..         | 32.64          | 22.53               | do .....              | Tug, Fraser River.                                 |
| Esperanza.....     | 2.7          | do .....      | do ..         | 30.88          | 21.31               | do .....              | Freight and passenger, Nanaimo and islands.        |
| Hildonan.....      | 13.5         | do .....      | do ..         | 51.41          | 32.08               | Victoria .....        | Tug, Fraser River.                                 |
| Eva.....           | 3.3          | do .....      | do ..         | 34.99          | 24.17               | New Westminster. .... | do   |
| Rover .....        | 1.4          | do .....      | do ..         | 6.57           | 4.47                | Nanaimo.....          | Tug, Nanaimo Harbour.                              |
| Cora.....          | 2.7          | do .....      | do ..         | 25.12          | 17.09               | Cowichan Lake .....   | Towing logs, Cowichan Lake.                        |
| Penticton .....    | 4.2          | Twin-screw.   | do ..         | 49.69          | 33.79               | Okanagan Lake.....    | Freight and passenger, Okanagan Lake.              |
| Burt .....         | 2.5          | Twin-screw.   | Wood.....     | 13.05          | 8.88                | Victoria.....         | Tug; waters of B. C.                               |
| Dreadnought .....  | 5.4          | Screw .....   | do ..         | 38.65          | .....               | New Westminster.....  | Freight and tug, Burrard Inlet.                    |
| Caledonia.....     | 17.0         | Stern-wheel.  | do ..         | 237.00         | 130.00              | do .....              | Freight and passenger, Skeena River.               |
| Comet .....        | 16.6         | Screw.....    | do ..         | 85.26          | 58.55               | do .....              | Tug and passenger, waters of B. C.                 |
| Eliza Edwards..... | 14.1         | do .....      | do ..         | 54.63          | 37.15               | Vancouver .....       | Freight and passenger, Vancouver and Fraser River. |
| Florence .....     | 2.7          | do .....      | do ..         | 30.41          | 17.80               | Victoria.....         | Cannery service, Skeena River.                     |
| Genuine .....      | 5.3          | Twin-screw.   | do ..         | 8.15           | 5.55                | New Westminster.....  | Yacht.   |

|                |       |              |            |         |         |                           |   |
|----------------|-------|--------------|------------|---------|---------|---------------------------|---|
| Estelle .....  | 29 00 | Screw.....   | do ..      | 84 06   | 57 17   | Nanaimo.....              | Tug and passenger, waters of B. C.            |
| Minnehaha..... | 0 8   | do .....     | do ..      | 6 72    | 4 57    | New Westminster.....      | Yacht.  |
| Nora.....      | 2 1   | do ..        | do ..      | 19 43   | 13 21   | Port Essington, U.S ..... | Canning service, Skeena River.                |
| Phantom.....   | 2 7   | do ..        | do ..      | 46 53   | 31 65   | Port Madison.....         | Towing, Nanaimo and Victoria.                 |
| Galena.....    | 3 2   | Twin-screw.  | do ..      | 47 64   | 33 35   | Kootenay Lake.....        | Freight and passenger, Kootenay Lake.         |
| Idaho.....     | 1 2   | Screw.....   | do ..      | 6 04    | 4 23    | Idaho, U.S. ....          | Towing, Kootenay Lake.                        |
| Dispatch.....  | 2 1   | Catamaran .. | do ..      | 37 10   | 23 38   | Revelstoke.....           | Snag boat, Columbia River.                    |
| Earl.....      | 21    | Screw .....  | do ..      | 74 78   | 49 86   | Vancouver.....            | Towing freight and passenger, waters of B. C. |
| Sunbury.....   | 2 7   | Paddle.....  | do ..      | 73 36   | 46 42   | New Westminster.....      | Freight, Fraser River.                        |
| Logger.....    | 1 2   | Screw .....  | do ..      | 18 84   | 12 82   | Vancouver.....            | Gathering logs off the beach.                 |
| Angeruna.....  | 4 1   | do .....     | do ..      | 13 79   | 9 52    | New Westminster.....      | Yacht.  |
| Comox .....    |       | do .....     | Steel..... | 101 17  | 60 16   | Vancouver .....           | Freight and passenger, waters of B. C.        |
|                | 208 3 |              |            | 1963 78 | 1247 00 |                           |   |

R. COLLISTER,  
*Hull Inspector.*

STATEMENT of Steam Vessels lost, broken up or laid up, as unfit for service, in the Dominion during the year ended 31st December, 1891, and where and how employed.

## WEST ONTARIO DIVISION.

| Name of Vessel. | Where and how last employed. | Name of Vessel.    | Where and how last employed. |
|-----------------|------------------------------|--------------------|------------------------------|
| Simpatica ..... | Georgian Bay, yacht.         | Mary Beck. ....    | Georgian Bay, tug.           |
| Othello. ....   | Lake Superior, fishing tug.  | Lady Katrine. .... | Maganetawan River, tug.      |
| Myrtie .....    | Lake Huron do                | Resolute .....     | Georgian Bay, tug.           |
| Sovereign. .... | All Lakes, freight.          |                    |                              |

JOHN DODDS,  
JAMES JOHNSTON,  
*Steamboat Inspectors.*

## WEST ONTARIO DIVISION.

|                  |                               |                 |                         |
|------------------|-------------------------------|-----------------|-------------------------|
| W. M. Alderson.. | Port Dover, passenger.        | Sovereign ..... | All the lakes, freight. |
| Inter-Ocean....  | Wallaceburg and Sarnia, pass. |                 |                         |

THOS. HARBOTTLE,  
*Hull Inspector.*

## EAST ONTARIO DIVISION.

|                |                             |               |   |
|----------------|-----------------------------|---------------|---|
| Peerless ..... | Rideau Canal, freight boat. | Eleanor ..... | Kingston to Oswego and Rideau Canal, tug. |
|----------------|-----------------------------|---------------|---|

EDWARD ADAMS.  
*Steamboat Inspector.*

## MONTREAL DIVISION.

|                |                                       |                   |                                     |
|----------------|---------------------------------------|-------------------|-------------------------------------|
| Resolute ..... | Screw, towing about the Ottawa River. | H. F. Bronson.... | Screw, towing about Pembroke River. |
| Eva .....      | do passenger, in Buckingham River.    | George Millen.... | do towing about the Ottawa River.   |
| Kate .....     | do towing about Buckingham River.     |                   |                                     |

JOHN BURGESS,  
*Steamboat Inspector.*

## MONTREAL DIVISION.

|                   |   |                  |   |
|-------------------|---|------------------|---|
| Dagmar (burnt)... | Paddle, passenger, Montreal and Ottawa. | Eva (burnt)..... | Screw, passenger, Buckingham and High Rock. |
|-------------------|---|------------------|---|

PIERRE D. BRUNELLE,  
*Hull Inspector.*

## QUEBEC DIVISION.

|                |                             |                |  |
|----------------|-----------------------------|----------------|--|
| Champion ..... | Gulf and River, screw, tug. | Bienvenue..... | Paddle, passenger, Quebec and St. Ann. |
| Hercules.....  | River, paddle, tug.         | Canada.....    | River, paddle, tug.                    |

PIERRE D. BRUNELLE,  
*Hull Inspector.*

JOS. SAMSON,  
*Steamboat Inspector.*

STATEMENT of Steam Vessels lost, broken up or laid up, as unfit for service, in the Dominion during the year ended 31st December, 1891, and where and how employed.

## MARITIME PROVINCES DIVISION.

| Name of Vessel.   | Where and how last employed. | Name of Vessel.    | Where and how last employed.                 |
|-------------------|------------------------------|--------------------|--|
| Oscar Wilde ..... | St. John, N.B., tug.         | Lady of the Lake.. | Sydney Harbour, C.B., tug.                   |
| Fearless .....    | do do                        | Maud .....         | Annapolis Basin, N.S., tug.                  |
| Fanchon .....     | do do                        | Heather Belle....  | Charlottetown and Orwell, P.E.I., passenger. |
| Joe Edwards.....  | Annapolis, N.S., ferry.      | Acadia, St. John.. | St. John River, N.B., passenger.             |
| Dolphin .....     | Dartmouth, N.S., tug.        |                    |  |

DOUGLAS STEVENS.  
*Steamboat Inspectors.*

|             |  |                   |  |
|-------------|--|-------------------|--|
| Acadia..... | St. John River, passenger and freight; burnt December, 1891. | Heather Belle.... | Charlottetown to Crapaud, &c., P.E.I., passenger and freight; sunk by collision. |
|-------------|--|-------------------|--|

CHARLES R. COKER,  
*Dom. Inspector of Hulls, &c.*

## MANITOBA, KEEWATIN AND NORTH-WEST TERRITORIES DIVISION.

|                |   |  |  |
|----------------|---|--|--|
| Glendeyon..... | Lake Winnipeg, fishing tug; burned on the 6th August, in the Little Saskatchewan River. |  |  |
|----------------|---|--|--|

EDMUND R. ABELL,  
*Steamboat Inspector for Manitoba, Keewatin and N. W. T.*

## BRITISH COLUMBIA DIVISION.

|                     |   |                    |                             |
|---------------------|---|--------------------|-----------------------------|
| Kamloops .....      | Kamloops Lake, passenger service; laid up as unfit. | Nellie Taylor..    | Coast cruising; lost.       |
| Lady Dufferin ..... | do do   | Emma..             | Towing, coast; lost.        |
| Marion .....        | Upper Columbia River; lost.                         | Alpha .....        | Freight, Vancouver; burned. |
| Reliance.....       | Fraser River; laid up as unfit.                     | Reliance .....     | Fraser River; laid up.      |
| Spallumcheen. .     | Shuswap Lake; dismantled.                           | Nellie Taylor..... | Coasting; lost.             |
| Western Slope....   | Victoria, passenger service; dismantled.            | Emma .....         | do                          |

R. COLLISTER,  
*Hull Inspector.*

LIST of Certificates of Competency granted to Engineers of Steamboats, for the year ending 31st December, 1891.

| Number of Certificate. | Date of Certificate | Name.                       | Grade.          | Address.                  | Where Examination was Passed. | Fee.    |
|------------------------|---------------------|-----------------------------|-----------------|---------------------------|-------------------------------|---------|
|                        | 1891.               |                             |                 |                           |                               | \$ cts. |
| 1078                   | July 8              | Chas. Ed. Stewart.....      | Second class .. | Halifax, N.S. ....        | Halifax .....                 | 5 00    |
| 1079                   | do 8                | James Scott.....            | Third class ... | Victoria, B.C.....        | Victoria.....                 | 5 00    |
| 1080                   | do 8                | Thos. F. McKechnie .....    | Fourth class .. | New Westminster, B.C..    | do .....                      | 5 00    |
| 1081                   | do 8                | Alex. Cook.....             | Second class .. | Point Edward .....        | Sarnia .....                  | 5 00    |
| 1082                   | do 8                | William R. Burnett .....    | Fourth class .. | Windsor, Ont.....         | Windsor .....                 | 5 00    |
| 1083                   | do 8                | Joseph F. Taylor, jun ..... | Second class .. | do .....                  | do .....                      | 5 00    |
| 1084                   | do 8                | Matthew Hy. Chisholm....    | do ..           | Milton P.O., Ont. ....    | Toronto .....                 | 5 00    |
| 1085                   | do 8                | Abraham H. B. Neff .....    | Fourth class .. | Humberstone, Ont ....     | do .....                      | 5 00    |
| 1086                   | do 8                | Enoch Chapman.....          | do ..           | Windsor, Ont.....         | Windsor .....                 | 5 00    |
| 1087                   | do 8                | Jonathan Lowry .....        | do ..           | do .....                  | do .....                      | 5 00    |
| 1088                   | do 8                | Richard Hy. B. Bridge ...   | Second class .. | North Sydney, C.B., N.S.  | Halifax .....                 | 5 00    |
| 1089                   | do 8                | Wm. Hy. Durham.....         | Fourth class .. | Homer, Ont.....           | Toronto .....                 | 5 00    |
| 1090                   | do 8                | Jasper Fowler.....          | First class.... | Victoria, B.C.....        | Victoria.....                 | 5 00    |
| 1091                   | do 8                | John F. Cheyne.....         | Second class .. | St. John, N.B. ....       | St. John .....                | 5 00    |
| 1092                   | do 8                | Wm. Henry Dewey ...         | Third class ... | St. Catharines, Ont. .... | Toronto .....                 | 5 00    |
| 1093                   | do 8                | Daniel Donohue .....        | Second class .. | Toronto, Ont. ....        | do .....                      | 5 00    |
| 1094                   | do 8                | Of of Johnson Swanberg ..   | Third class ... | Selkirk, Man.....         | Selkirk.....                  | 5 00    |
| 1095                   | do 8                | Wm. K. Simpson .....        | Fourth class .. | Toronto, Ont. ....        | Toronto .....                 | 5 00    |
| 1096                   | do 8                | James Levy.....             | Third class ... | Winnipeg, Man.....        | Selkirk .....                 | 5 00    |
| 1097                   | do 8                | James Smith.....            | do ..           | Rat Portage, Ont. ....    | do .....                      | 5 00    |
| 1098                   | do 8                | Henry Parker .....          | Second class .. | Toronto, Ont. ....        | Toronto .....                 | 5 00    |
| 1099                   | do 12               | William McCallum .....      | Third class ... | Goderich, Ont.....        | do .....                      | 5 00    |
| 1100                   | do 12               | William Hannah .....        | Second class .. | Halifax, N.S. ....        | Halifax .....                 | 5 00    |
| 1101                   | do 12               | James Ailles .....          | Fourth class .. | Mimico Asylum, Ont....    | Toronto .....                 | 5 00    |
| 1102                   | do 12               | William Caraty .....        | do ..           | Waubashene, Ont.....      | do .....                      | 5 00    |
| 1103                   | do 12               | John McRae, jun.....        | do ..           | Meaford, Ont. ....        | do .....                      | 5 00    |
| 1104                   | do 12               | Christopher Dragoylovich.   | Third class ... | Vancouver, B.C.....       | Victoria .....                | 5 00    |
| 1105                   | do 12               | John Tumilty .....          | Fourth class .. | Victoria, B.C.....        | do .....                      | 5 00    |
| 1106                   | do 12               | John J. Weinart .....       | Third class ... | Toronto, Ont. ....        | Toronto .....                 | 5 00    |
| 1107                   | do 12               | Samuel Graham .....         | do ..           | Victoria, B.C.....        | Victoria.....                 | 5 00    |
| 1108                   | do 12               | Robert Steel .....          | do ..           | do .....                  | do .....                      | 5 00    |

LIST of Certificates of Competency granted to Engineers, &c.—*Continued.*

| Number of Certificate. | Date of Certificate | Name.                     | Grade.           | Address.                 | Where Examination was Passed. | Fee.    |
|------------------------|---------------------|---------------------------|------------------|--------------------------|-------------------------------|---------|
|                        | 1891.               |                           |                  |                          |                               | \$ cts. |
| 1109                   | July 12..           | Wm. J. Cullum .....       | First class ...  | Victoria, B.C. ....      | do .....                      | 5 00    |
| 1110                   | do 12..             | Frederick Corkey .....    | Fourth class ... | Barriefield, Ont. ....   | Kingston. ....                | 5 00    |
| 1112                   | do 12..             | John Kennedy .....        | do ..            | Garden Island, Ont. .... | do .....                      | 5 00    |
| 1113                   | do 12..             | Edward Jas. Taylor .....  | Third class ...  | Kingston, Ont. ....      | do .....                      | 5 00    |
| 1114                   | do 12..             | John Allen Wallace .....  | Fourth class ... | Trenton, Ont. ....       | Toronto ....                  | 5 00    |
| 1115                   | do 12..             | Wm. Julian .....          | do ..            | Port Dalhousie ...       | do .....                      | 5 00    |
| 1116                   | do 12..             | Herbert T. McLeod .....   | do ..            | Barrie, Ont. ....        | do .....                      | 5 00    |
| 1117                   | do 12..             | Jacob York Baker .....    | do ..            | Summerton, Ont. ....     | do .....                      | 5 00    |
| 1118                   | do 12..             | Elisee Julien .....       | Third class ...  | Pembroke, Ont. ....      | Montreal .....                | 5 00    |
| 1119                   | do 12..             | James D. Banks .....      | Second class ... | Toronto, Ont. ....       | Toronto ....                  | 5 00    |
| 1120                   | do 12..             | Wm. Noonan .....          | do ..            | Westport, Ont. ....      | do .....                      | 5 00    |
| 1121                   | do 12..             | Jonathan Taylor .....     | do ..            | Kingston, Ont. ....      | Kingston .....                | 5 00    |
| 1122                   | do 12..             | George Fleming .....      | do ..            | do .....                 | do .....                      | 5 00    |
| 1123                   | do 12..             | Andrew Simmons .....      | Fourth class ... | do .....                 | do .....                      | 5 00    |
| 1124                   | Feb. 5..            | Richmond B. Halked .....  | Permit .....     | Vancouver, B.C. ....     | Victoria .....                | 5 00    |
| 1125                   | do 12..             | Chas. H. McJunkin .....   | Third class ...  | Yarmouth, N.S. ....      | Yarmouth .....                | 5 00    |
| 1126                   | do 12..             | Oliver P. St. John .....  | First class ...  | Toronto, Ont. ....       | St. Catharines.               | 1 00    |
| 1127                   | do 12..             | Francis H. Pearsall ..... | Permit .....     | Port Rowan, Ont. ....    | Toronto ....                  | 2 00    |
| 1128                   | Mar. 17..           | James Summers Adam ..     | Fourth class ... | Toronto, Ont. ....       | do .....                      | 5 00    |
| 1129                   | do 17..             | George Wm. W. Rankin ..   | do ..            | Owen Sound, Ont. ....    | Owen Sound ..                 | 5 00    |
| 1130                   | do 17..             | John H. Hewson .....      | do ..            | do .....                 | do .....                      | 5 00    |
| 1131                   | do 17..             | David L. Johnstone. ....  | Third class ...  | Chatham, Ont. ....       | St. Catharines.               | 5 00    |
| 1132                   | do 17..             | David Foley .....         | Second class ... | Toronto, Ont. ....       | Toronto ....                  | 5 00    |
| 1133                   | do 17..             | Samuel A. Mills .....     | do ..            | do .....                 | do .....                      | 5 00    |
| 1134                   | do 17..             | Charles A. Farrar .....   | do ..            | Meaford, Ont. ....       | Owen Sound ..                 | 5 00    |
| 1135                   | do 17..             | Hiram Fred Chute .....    | Third class ...  | Hampton, N.B. ....       | Halifax .....                 | 5 00    |
| 1136                   | do 17..             | John James Cowgill ...    | Fourth class ... | Victoria, B.C. ....      | Victoria .....                | 5 00    |
| 1137                   | do 17..             | James Baird .....         | Second class ... | Toronto, Ont. ....       | Toronto ....                  | 5 00    |
| 1138                   | do 17..             | Ed. John O'Dell .....     | Fourth class ... | do .....                 | do .....                      | 5 00    |
| 1139                   | do 17..             | John Burns .....          | do ..            | Owen Sound, Ont. ....    | Owen Sound ..                 | 5 00    |
| 1140                   | do 17..             | Wm. Harwood .....         | do ..            | do .....                 | do .....                      | 5 00    |
| 1141                   | do 17..             | Alex. McKenzie .....      | Third class ...  | do .....                 | do .....                      | 5 00    |

LIST of Certificates of Competency granted to Engineers, &c.—*Continued*,

| Number of Certificate. | Date of Certificate | Name.                    | Grade.           | Address.                  | Where Examination was Passed. | Fee.    |
|------------------------|---------------------|--------------------------|------------------|---------------------------|-------------------------------|---------|
|                        | 1891.               |                          |                  |                           |                               | \$ cts. |
| 1142                   | Mar. 17..           | Wm. F. Watts .....       | Second class ..  | St. Catharines, Ont.....  | St. Catharines.               | 5 00    |
| 1143                   | do 17..             | James Ryan .....         | Fourth class ..  | Newboro', Ont. ....       | Toronto .....                 | 5 00    |
| 1144                   | do 17..             | Rupert McKay .....       | Second class ..  | Halifax, N.S. ....        | Halifax .....                 | 5 00    |
| 1145                   | do 17..             | Andrew McLaren.....      | Fourth class ..  | Warton, Ont.....          | Owen Sound..                  | 5 00    |
| 1146                   | do 17..             | Oscar Flummerfelt.....   | Second class ..  | St. Catharines, Ont. .    | St. Catharines.               | 5 00    |
| 1147                   | do 17..             | Albert Ed. House.....    | Third class ..   | Port Dalhousie, Ont....   | do ..                         | 5 00    |
| 1148                   | do 17..             | Alma Lowder .....        | Fourth class ..  | St. Catharines, Ont. .... | do ..                         | 5 00    |
| 1149                   | do 17..             | Wm. Henry Linter .       | Third class ...  | do .....                  | do ..                         | 5 00    |
| 1150                   | do 17..             | Anthony Strong .....     | Fourth class ..  | Kingston, Ont.....        | Kingston. ....                | 5 00    |
| 1151                   | do 17..             | John W. Hunter .....     | do ..            | do .....                  | do .....                      | 5 00    |
| 1152                   | do 21..             | George Booth .....       | Third class ...  | do .....                  | Toronto .....                 | 5 00    |
| 1153                   | do 21..             | Isaac Moudeland .....    | Fourth class ..  | Victoria, B.C. ....       | Victoria.....                 | 5 00    |
| 1154                   | do 21..             | Wm. Parker.....          | Second class ..  | Kingston, Ont.....        | Kingston. ....                | 5 00    |
| 1155                   | do 21..             | John Bolton.....         | Fourth class ..  | do .....                  | do .....                      | 5 00    |
| 1156                   | do 21..             | Alex. McRae.....         | Second class ..  | Toronto, Ont.....         | Toronto .....                 | 5 00    |
| 1157                   | do 21..             | Wm. Chas. Spencer .....  | Fourth class ..  | Kingston, Ont.....        | Kingston.....                 | 5 00    |
| 1158                   | do 21..             | Mathew Hayes.....        | Third class ...  | Toronto, Ont. ....        | Toronto .....                 | 5 00    |
| 1159                   | do 21..             | Eugène Belanger .....    | Second class ..  | Lévis, Que. ....          | Quebec.....                   | 5 00    |
| 1160                   | do 21..             | Wm. Phipps.....          | do ..            | Collingwood, Ont.....     | Toronto .....                 | 5 00    |
| 1161                   | do 21..             | Alex. Crimstie.....      | do ..            | Glasgow, Scotland ..      | Halifax .....                 | 5 00    |
| 1162                   | do 21..             | Andrew S. Foster .....   | do ..            | Yarmouth, N.S. ....       | Yarmouth....                  | 5 00    |
| 1163                   | do 21..             | Henry Wilson.....        | Third class ..   | Victoria, B.C. ....       | Victoria.....                 | 5 00    |
| 1164                   | do 21..             | Lawson B. Cronk .....    | do ..            | Dresden, Ont.....         | Toronto .....                 | 5 00    |
| 1165                   | do 21..             | Geo. Elias Wilson .....  | do ..            | Port Stanley, Ont. ....   | do .....                      | 5 00    |
| 1166                   | do 21..             | Silas Calder Soules..... | do ..            | Queensville, Ont.....     | do .....                      | 5 00    |
| 1167                   | do 21..             | Bertram Meyers.....      | Fourth class ..  | Toronto, Ont.....         | do .....                      | 5 00    |
| 1168                   | do 21..             | Frank White.....         | Second class ..  | do .....                  | do .....                      | 5 00    |
| 1169                   | do 21..             | Edward Wm. Fox.....      | Third class ...  | do .....                  | do .....                      | 5 00    |
| 1170                   | do 21..             | James H. Ellis .....     | First class .... | do .....                  | do .....                      | 5 00    |
| 1171                   | do 21..             | Amos Knox.....           | Third class ...  | North Sydney, N.S.....    | Halifax .....                 | 5 00    |
| 1172                   | do 21..             | Saml. James Giles.....   | Fourth class ..  | Toronto, Ont.....         | Toronto ..                    | 5 00    |
| 1173                   | do 21..             | Robt. Wm. Moore.....     | do ..            | Hamilton, Ont.....        | do .....                      | 5 00    |

LIST of Certificates of Competency granted to Engineers, &c.—*Continued.*

| Number of Certificate. | Date of Certificate | Name.                     | Grade.       | Address.                 | Where Examination was Passed. | Fee.    |
|------------------------|---------------------|---------------------------|--------------|--------------------------|-------------------------------|---------|
|                        | 1891.               |                           |              |                          |                               | \$ cts. |
| 1174                   | Mar. 21.            | Alex. Barton.....         | Third class  | Kingston, Ont.....       | Kingston.....                 | 5 00    |
| 1175                   | do 21.              | Saml. Gillespie.....      | Second class | Toronto, Ont.....        | Toronto.....                  | 5 00    |
| 1176                   | do 21.              | John McDonald.....        | Fourth class | Hamilton, Ont.....       | do.....                       | 5 00    |
| 1177                   | do 21.              | Constant Hamel.....       | Second class | Lotbinière, Que.....     | Lotbinière.....               | 5 00    |
| 1178                   | April 6.            | Frank H. Tovey.....       | Fourth class | Victoria, B.C.....       | Victoria.....                 | 5 00    |
| 1179                   | do 14.              | Wm. P. Lindley.....       | Second class | do.....                  | do.....                       | 5 00    |
| 1180                   | do 14.              | George Crandell.....      | Third class  | Lindsay, Ont.....        | Toronto.....                  | 5 00    |
| 1181                   | do 14.              | Wm. Wallace Savage.....   | Permit.....  | Toronto, Ont.....        | do.....                       | 2 00    |
| 1182                   | do 14.              | George H. Shutliffe.....  | do.....      | Gananoque, Ont.....      | Kingston.....                 | 2 00    |
| 1183                   | June 2.             | Adelard Lapointe.....     | Fourth class | Village Lauzon, Que..... | Quebec.....                   | 5 00    |
| 1184                   | do 2.               | Hilaire Mercier.....      | do.....      | do Bienville, Que..      | do.....                       | 5 00    |
| 1185                   | do 2.               | Gimes Bressoni.....       | do.....      | do do.....               | do.....                       | 5 00    |
| 1186                   | do 2.               | John McKinnon.....        | do.....      | Charlottetown, P.E.I...  | Halifax.....                  | 5 00    |
| 1187                   | do 2.               | Wm. J. Keimedy.....       | do.....      | Sorel, Que.....          | Quebec.....                   | 5 00    |
| 1188                   | do 2.               | Robt. S. Cunningham.....  | do.....      | New Westminster, B.C..   | Victoria.....                 | 5 00    |
| 1189                   | do 2.               | Erastus H. H. Lovitt..... | do.....      | Yarmouth, N.S.....       | Halifax.....                  | 5 00    |
| 1190                   | do 2.               | Edward Lloyd.....         | do.....      | Kentville, N.S.....      | do.....                       | 5 00    |
| 1191                   | do 2.               | James Heay.....           | Third class  | Victoria, B.C.....       | Victoria.....                 | 5 00    |
| 1192                   | do 2.               | Saml. Brunelle.....       | do.....      | Champlain, Que.....      | Montreal.....                 | 5 00    |
| 1193                   | do 2.               | George Lumsden.....       | do.....      | Eustache, Man.....       | Selkirk.....                  | 5 00    |
| 1194                   | do 2.               | Edward Tames.....         | do.....      | Huntsville, Ont.....     | Toronto.....                  | 5 00    |
| 1195                   | do 2.               | Alex. Lewis.....          | do.....      | Owen Sound, Ont.....     | do.....                       | 5 00    |
| 1196                   | do 2.               | Michel Latulippe.....     | Second class | Village Lauzon, Que..... | Quebec.....                   | 5 00    |
| 1197                   | do 2.               | Achille Michaud.....      | do.....      | St. Sauveur, Que.....    | do.....                       | 5 00    |
| 1198                   | do 2.               | James Morron.....         | do.....      | Halifax, N.S.....        | Halifax.....                  | 5 00    |
| 1199                   | do 2.               | Frank DeWolfe Cahan.....  | First class  | Yarmouth, N.S.....       | do.....                       | 5 00    |
| 1200                   | do 2.               | Wm. Caro Higgins.....     | Third class  | Keewatin, N.W.T.....     | Selkirk.....                  | 5 00    |
| 1201                   | do 9.               | Edwd. Abbey.....          | Fourth class | Toronto, Ont.....        | Toronto.....                  | 5 00    |
| 1202                   | do 16.              | Wm. Moses Hyde.....       | do.....      | Dresden, Ont.....        | do.....                       | 5 00    |
| 1203                   | do 16.              | Robert Craig.....         | do.....      | Windsor, Ont.....        | do.....                       | 5 00    |
| 1204                   | do 16.              | Joseph Boisvert.....      | do.....      | Sorel, Que.....          | Quebec.....                   | 5 00    |
| 1205                   | do 16.              | John Gonyea.....          | Permit.....  | Smith's Falls, Ont.....  | Kingston.....                 | 2 00    |



List of Certificates of Competency granted to Engineers, &c.—*Continued.*

| Number of Certificate. | Date of Certificate | Name.                    | Grade.           | Address.                    | Where Examination was Passed. | Fee.    |
|------------------------|---------------------|--------------------------|------------------|-----------------------------|-------------------------------|---------|
|                        | 1891.               |                          |                  |                             |                               | \$ cts. |
| 1206                   | June 16..           | Wm. Powers.....          | Permit.....      | Tyendinaga, Ont. ....       | Kingston....                  | 2 00    |
| 1207                   | do 16..             | Jerome Young.....        | do .....         | Peterboro', Ont. ....       | do .....                      | 2 00    |
| 1208                   | do 16..             | Wm. A. McWilliam....     | do .....         | Kingston, Ont. ....         | do .....                      | 2 00    |
| 1209                   | July 4..            | Thos. A. Russell.....    | Third class ...  | Toronto, Ont. ....          | Toronto .....                 | 5 00    |
| 1210                   | do 8..              | George Caister.....      | Fourth class ... | St. Catharines, Ont. ....   | do .....                      | 5 00    |
| 1211                   | do 9..              | George MacGregor. ....   | do .....         | Victoria, B.C. ....         | Victoria .....                | 5 00    |
| 1212                   | do 9..              | Edwin Verney.....        | do .....         | Toronto, Ont. ....          | Toronto .....                 | 5 00    |
| 1213                   | do 9..              | John D. Adams.....       | Permit.....      | Parry Sound, Ont. ....      | Parry Sound..                 | 2 00    |
| 1214                   | do 9..              | Wm. M. Moore.....        | do .....         | Orillia, Ont. ....          | Orillia.....                  | 2 00    |
| 1215                   | do 9..              | Arthur Thos. Lowe.....   | do .....         | Port Carling, Ont. ....     | Port Carling..                | 2 00    |
| 1216                   | do 9..              | Martin L. Crandell.....  | do .....         | Port Perry, Ont. ....       | Kingston ....                 | 2 00    |
| 1217                   | do 9..              | Saml. R. Heenan.....     | do .....         | Cardinal, Ont. ....         | do .....                      | 2 00    |
| 1218                   | do 9..              | George Dube.....         | do .....         | Penetanguishene, Ont. ...   | Penetanguishene               | 2 00    |
| 1219                   | do 19..             | Henry Geddow.....        | do .....         | Kingston, Ont. ....         | Kingston ....                 | 2 00    |
| 1220                   | do 20..             | Clement Montville.....   | do .....         | Thurso, Que .....           | Montreal.....                 | 2 00    |
| 1221                   | Aug. 1..            | Thos. Hy. Sheffield..... | do .....         | West Sutton, Ont. ....      | Jackson's Pt..                | 2 00    |
| 1222                   | do 1..              | James Summers Adam....   | do .....         | Toronto, Ont. ....          | Roach's Pt. ...               | 2 00    |
| 1223                   | do 1..              | Fredk. Rutherford.....   | do .....         | Penetanguishene, Ont. ...   | Penetanguishene               | 2 00    |
| 1224                   | do 4..              | Charles Gravelles.....   | do .....         | Bridgeworth, Ont. ....      | Kingston ....                 | 2 00    |
| 1225                   | do 5..              | Frank Massan.....        | do .....         | Lindsay, Ont. ....          | Lindsay .....                 | 2 00    |
| 1226                   | do 5..              | Fredk. J. Parkin.....    | do .....         | do .....                    | do .....                      | 2 00    |
| 1227                   | do 26..             | François Tetreau.....    | Third class ...  | Lachine, Que. ....          | Lachine .....                 | 5 00    |
| 1228                   | do 26..             | Henry Greenway.....      | Permit.....      | Vancouver, B.C. ....        | Vancouver....                 | 2 00    |
| 1229                   | Sept. 15..          | Thos. O. Mara.....       | do .....         | Lombardy, Ont. ....         | Lombardy....                  | 2 00    |
| 1230                   | June 1..            | Geo. Ed. Burrows.....    | Third class ...  | Barrington, N.S. ....       | Barrington ...                | 5 00    |
| 1231                   | Dec. 4..            | Larue Smith.....         | Permit.....      | Blenheim, Ont. ....         | Toronto .....                 | 2 00    |
| 1232                   | do 29..             | Sandford Donnelly.....   | Third class ...  | Kingston, Ont. ....         | do .....                      | 5 00    |
| 1233                   | do 29..             | Thos. Crossley.....      | Fourth class ... | Toronto, Ont. ....          | do .....                      | 5 00    |
| 1234                   | do 29..             | Geo. Simons.....         | do .....         | Hamilton, Ont. ....         | do .....                      | 5 00    |
| 1235                   | do 29..             | Napoléon Lecours.....    | Second class ... | Village Bienville, Que. ... | Quebec.....                   | 5 00    |
| 1236                   | do 29..             | Harry Brownley.....      | do .....         | Toronto, Ont. ....          | Toronto .....                 | 5 00    |
| 1237                   | do 29..             | James Wallace.....       | Fourth class ... | Victoria, B.C. ....         | Victoria.....                 | 5 00    |

List of Certificates of Competency granted to Engineers, &c.—*Concluded.*

| Number of Certificate. | Date of Certificate | Name.                   | Grade.          | Address.               | Where Examination was Passed. | Fee.    |
|------------------------|---------------------|-------------------------|-----------------|------------------------|-------------------------------|---------|
|                        | 1891.               |                         |                 |                        |                               | \$ cts. |
| 1238                   | Dec. 29..           | Pierre LeBlanc.....     | Fourth class..  | Carleton, Que.....     | Quebec.....                   | 5 00    |
| 1239                   | do 29..             | James Kelly.....        | do ..           | Halifax, N.S.....      | Halifax.....                  | 5 00    |
| 1240                   | do 29..             | Robt. R. Harvie.....    | do ..           | Barrington, N.S.....   | do .....                      | 5 00    |
| 1241                   | do 29..             | Joseph H. Londen..      | do ..           | Creemore, Ont.....     | Toronto .....                 | 5 00    |
| 1242                   | do 30..             | Fredk. C. Dougall.....  | do ..           | Victoria, B.C.....     | Victoria.....                 | 5 00    |
| 1243                   | do 30..             | Thos. S. Moffat.....    | do ..           | do .....               | do .....                      | 5 00    |
| 1244                   | do 30..             | David L. Rainy.....     | Third class.... | New Westminster, B.C.. | do .....                      | 5 00    |
| 1245                   | do 30..             | Edmond C. Shepherd..... | Second class..  | Victoria, B.C.....     | do .....                      | 5 00    |

## APPENDIX No. 16.

LIST of Certificates of Competency granted to Masters and Mates, Foreign Sea-going, during the year ended 30th November, 1891.

| Number of Certificate. | Date of Certificate. | Name.                    | Grade.      | Address.                 | Where Examination was Passed. | Fee.    |
|------------------------|----------------------|--------------------------|-------------|--------------------------|-------------------------------|---------|
|                        | 1890.                |                          |             |                          |                               | \$ cts. |
| 2811                   | Dec. 10..            | Harry Gauhroger .....    | 2nd Mate .. | Victoria, B.C. ....      | Victoria.....                 | 5 00    |
| 2812                   | do 26..              | Joseph Frève.....        | Master..... | Cacouna, Que. ....       | Quebec.....                   | 10 00   |
| 2813                   | do 26..              | John A. Ljungherg.....   | Mate.....   | St. John, N.B.....       | St. John.....                 | 5 00    |
| 2814                   | do 26..              | Nelson Smith.....        | do .....    | do .....                 | do .....                      | 5 00    |
| 2815                   | do 26..              | Perry Ells Knowlton..... | do .....    | Advocate Harbour, N.S.   | do .....                      | 5 00    |
| 2816                   | do 26..              | James L. Mosher.....     | do .....    | Avondale, N.S.....       | Halifax .....                 | 5 00    |
| 2817                   | do 26..              | Lewis Fielden.....       | dc .....    | Hantsport, N.S.....      | do .....                      | 5 00    |
| 2818                   | do 26..              | Murray McDonald.....     | do .....    | Main-à-Dieu.....         | do .....                      | 5 00    |
| 2819                   | do 26..              | Fraser Hunter.....       | Master..... | Mount Denson, N.S.....   | do .....                      | 10 00   |
| 2820                   | do 26..              | Adelbert F. McKay.....   | Mate.....   | Barton, N.S.....         | Yarmouth.....                 | 5 00    |
| 2821                   | do 26..              | Fredk. M. Cosman.....    | Master..... | Yarmouth, N.S.....       | do .....                      | 10 00   |
| 2822                   | 1891.<br>Jan. 17..   | John Pratt.....          | Mate.....   | Cheverie, N.S.....       | Halifax .....                 | 5 00    |
| 2823                   | do 17..              | Richard John Warner..... | Master..... | Plympton, N.S.....       | do .....                      | 10 00   |
| 2824                   | do 4..               | Leander H. Porter.....   | Mate.....   | Lower Granville, N.S.... | St. John.....                 | 5 00    |
| 2825                   | Feb. 7..             | James P. Bendrot.....    | Master..... | Victoria, B.C. ....      | Victoria .....                | 10 00   |
| 2826                   | do 7..               | Fredk. W. Blanvelt.....  | do .....    | Tusket, N.S.....         | Yarmouth.....                 | 10 00   |
| 2827                   | do 7..               | Arthur E. Morgan.....    | Mate.....   | Victoria, B.C.....       | Victoria .....                | 5 00    |
| 2828                   | do 7..               | David A. Scott.....      | do .....    | Windsor, N.S. ....       | Halifax .....                 | .....   |
| 2829                   | do 7..               | Chas. A. Muggah.....     | do .....    | Sydney, C.B.....         | do .....                      | 5 00    |
| 2830                   | do 7..               | William Salisbury.....   | Master..... | River John, N.S.....     | do .....                      | 10 00   |
| 2831                   | do 7..               | John W. Baxter.....      | do .....    | Sheffield, N.S.....      | do .....                      | 10 00   |
| 2832                   | do 7..               | James K. Johnson.....    | Mate.....   | River John, N.S.....     | do .....                      | 5 00    |
| 2833                   | do 26..              | Edward R. Dunham.....    | Master..... | St. John, N.B.....       | St. John.....                 | 10 00   |
| 2834                   | do 26..              | Patk. Ed. McMurray.....  | do .....    | do .....                 | do .....                      | 10 00   |
| 2835                   | do 26..              | James S. Osborn.....     | do .....    | do .....                 | do .....                      | 10 00   |

## List of Certificates of Competency granted to Masters and Mates, &amp;c.—Continued.

| Number of Certificate. | Date of Certificate | Name.                      | Grade.      | Address.                          | Where Examination was Passed. | Fee.    |
|------------------------|---------------------|----------------------------|-------------|-----------------------------------|-------------------------------|---------|
|                        | 1890.               |                            |             |                                   |                               | \$ cts. |
| 2836                   | Feb. 26..           | Wm. Henry Carson.....      | Master..... | St. Martin's, N.B.....            | St. John.....                 | 10 00   |
| 2837                   | do 26..             | Albert J. Smith .....      | do .....    | Shediac, N.B.....                 | do .....                      | ....    |
| 2838                   | do 26..             | Ed. J. King.....           | Mate.....   | St. John, N.B.....                | do .....                      | 5 00    |
| 2839                   | do 26..             | Nils G. Thouson .....      | do .....    | do .....                          | do .....                      | 5 00    |
| 2840                   | do 26..             | Edson S. Crowe .....       | do .....    | Burnt Coat, N.S.....              | do .....                      | 5 00    |
| 2841                   | Mar. 10..           | Narcisse J. Porter .....   | do .....    | Tusket Wedge, N.S.....            | Yarmouth....                  | 5 00    |
| 2842                   | do 10..             | Harry P. Smith .....       | do .....    | Cheverie, N.S.....                | do .....                      | 5 00    |
| 2843                   | do 10..             | Lloyd D. Vance .....       | Master..... | Masstown, N.S.....                | Halifax .....                 | 10 00   |
| 2844                   | do 10..             | Millidge Mailman .....     | Mate.....   | Bridgewater, N.S.....             | do .....                      | 5 00    |
| 2845                   | do 10..             | Joseph Monteith.....       | Master..... | Maitland, N.S.....                | do .....                      | 10 00   |
| 2846                   | do 10..             | Hector Campbell.....       | do .....    | Cape Traverse, P.E.I....          | do .....                      | 10 00   |
| 2847                   | do 10..             | Frank B. Baker .....       | do .....    | Yarmouth, N.S.....                | do .....                      | 10 00   |
| 2848                   | do 10..             | Donald Urquhart.....       | do .....    | Victoria, B.C.....                | Victoria.....                 | ....    |
| 2849                   | April 6..           | Wm. F. Spurr .....         | do .....    | Clements West, N.S ..             | St. John.....                 | 5 00    |
| 2850                   | do 6..              | Nelson A. Withers.....     | do .....    | St. John, N.B.....                | do .....                      | 10 00   |
| 2851                   | do 6..              | Wm. A. Irvine.....         | do .....    | Victoria, B.C.....                | Victoria.....                 | 10 00   |
| 2852                   | do 6..              | William M. Collins.....    | Mate.....   | Advocate Harbour, N.S.            | St. John.....                 | 5 00    |
| 2853                   | do 17..             | Paul Lachance.....         | Master..... | St. Jean, Que .....               | Quebec.....                   | 10 00   |
| 2854                   | do 17..             | Jean B. Patoine.....       | 2nd Mate .. | Bienville, Que.....               | do .....                      | 5 00    |
| 2855                   | do 17..             | Joseph Délisle.....        | do .....    | St. Jean, Isle d'Orléans,<br>Que. | do .....                      | 5 00    |
| 2856                   | do 17..             | Adélaré Sansterre.....     | do .....    | St. Michel, Que. ....             | do .....                      | 5 00    |
| 2857                   | do 17..             | Win. Caddell.....          | do .....    | Maitland, N.S.....                | Halifax .....                 | 5 00    |
| 2858                   | do 17..             | Wm. C. Sanders.....        | Mate.....   | Hartford, N.S.....                | Yarmouth....                  | 5 00    |
| 2859                   | do 17..             | Louis LeBourdais.....      | do .....    | L'Islet, Que .....                | Quebec.....                   | 5 00    |
| 2860                   | May 4..             | Jacob H. Cummings.....     | do .....    | Londonderry, N.S.....             | St. John.....                 | 5 00    |
| 2861                   | do 4..              | James H. Holmes.....       | do .....    | St. John, N.B.....                | do .....                      | 5 00    |
| 2862                   | do 4..              | Hugh McMaster.....         | do .....    | do .....                          | do .....                      | ....    |
| 2863                   | do 4..              | John A. Mooney.....        | Master..... | do .....                          | do .....                      | 10 00   |
| 2864                   | do 4..              | John Joseph Campbell ..... | do .....    | do .....                          | do .....                      | 10 00   |
| 2865                   | April 30..          | Carsten C. Heeshen.....    | Mate.....   | Halifax, N.S.....                 | Halifax.....                  | 5 00    |
| 2866                   | June 1..            | David Fitzpatrick.....     | do .....    | St. John, N.B.....                | St. John.....                 | 5 00    |
| 2867                   | do 1..              | Wm. H. McKenzie.....       | do .....    | do .....                          | do .....                      | 5 00    |

List of Certificates of Competency granted to Masters and Mates, &c—*Continued.*

| Number of Certificate. | Date of Certificate | Name.                      | Grade.         | Address.                    | When Examination was Passed. | Fee.    |
|------------------------|---------------------|----------------------------|----------------|-----------------------------|------------------------------|---------|
|                        | 1891.               |                            |                |                             |                              | \$ cts. |
| 2868                   | June 1..            | Alex. Thompson .....       | Master. ....   | St. John, N.B. ....         | St. John. ....               | 10 00   |
| 2869                   | do 16..             | Joseph E. Jones. ....      | 2nd Mate. .... | Wolfville, N.S. ....        | Halifax. ....                | 5 00    |
| 2870                   | do 16..             | James B. Kehoe. ....       | Master. ....   | Maitland, N.S. ....         | do. ....                     | 10 00   |
| 2871                   | do 16..             | James Dollar. ....         | do. ....       | Brooklyn, N.S. ....         | do. ....                     | 10 00   |
| 2872                   | do 16..             | Joseph Delisle. ....       | Mate. ....     | St. Jean, Isled'Orleans, Q. | Quebec. ....                 | 5 00    |
| 2873                   | July 7..            | Henry A. Smith .....       | Master. ....   | Yarmouth, N.S. ....         | Yarmouth. ....               | ...     |
| 2874                   | do 7..              | Geo. R. Vickery. ....      | do. ....       | Pembroke, N.S. ....         | do. ....                     | 10 00   |
| 2875                   | do 7..              | James T. O'Neil. ....      | Mate. ....     | Port Medway, N.S. ....      | Halifax. ....                | 5 00    |
| 2876                   | do 7..              | Harry C. Ellis. ....       | do. ....       | Maitland, N.S. ....         | do. ....                     | 5 00    |
| 2877                   | do 7..              | Fred. N. Malcolm. ....     | Master. ....   | Cheverie, N.S. ....         | do. ....                     | 10 00   |
| 2878                   | do 7..              | James Lumbar. ....         | do. ....       | Medford, N.S. ....          | do. ....                     | 10 00   |
| 2879                   | do 13..             | J. Wm. Hamilton. ....      | do. ....       | St. John, N.B. ....         | St. John. ....               | ...     |
| 2880                   | do 13..             | Wm. Hy. Coonan. ....       | do. ....       | Harvey, N.B. ....           | do. ....                     | 10 00   |
| 2881                   | do 13..             | Geo. C. Robbins. ....      | Mate. ....     | Yarmouth, N.S. ....         | do. ....                     | ...     |
| 2882                   | do 13..             | Ernest H. Porter. ....     | do. ....       | Pembroke, N.S. ....         | Yarmouth. ....               | 5 00    |
| 2883                   | Aug. 24..           | Geo. R. Marsters. ....     | 2nd Mate. .... | Summerville, N.S. ....      | Halifax. ....                | 5 00    |
| 2884                   | do 24..             | John D. McKenzie. ....     | Mate. ....     | Pictou, N.S. ....           | do. ....                     | 5 00    |
| 2885                   | do 24..             | Wm. F. Butler. ....        | Master. ....   | Halifax, N.S. ....          | do. ....                     | 10 00   |
| 2886                   | do 24..             | Samuel A. Parker. ....     | Mate. ....     | Walton, N.S. ....           | do. ....                     | 5 00    |
| 2887                   | do 24..             | James W. McKenzie. ....    | Master. ....   | Pictou, N.S. ....           | do. ....                     | 10 00   |
| 2888                   | do 24..             | John Wilson. ....          | Mate. ....     | Victoria, B.C. ....         | Victoria. ....               | 5 00    |
| 2889                   | Sept. 10..          | Amos Davison. ....         | Master. ....   | Hantsport, N.S. ....        | Halifax. ....                | 10 00   |
| 2890                   | do 10..             | Albert Mailman. ....       | do. ....       | Annapolis, N.S. ....        | do. ....                     | 10 00   |
| 2891                   | do 10..             | James W. Gould. ....       | do. ....       | Canada Creek, N.S. ....     | do. ....                     | 10 00   |
| 2892                   | do 10..             | James F. Dill. ....        | Mate. ....     | Newport, N.S. ....          | do. ....                     | 5 00    |
| 2893                   | do 10..             | Reginald H. Campbell. .... | do. ....       | Liverpool, N.S. ....        | do. ....                     | 5 00    |
| 2894                   | do 10..             | Enoch H. Sutles. ....      | do. ....       | Halifax, N.S. ....          | do. ....                     | ...     |
| 2895                   | do 10..             | Chas. D. Bowers. ....      | Master. ....   | Bridgewater, N.S. ....      | do. ....                     | 10 00   |
| 2896                   | do 28..             | David S. Doty. ....        | do. ....       | Hebron, N.S. ....           | Yarmouth. ....               | 10 00   |
| 2897                   | do 28..             | Henry Nickerson. ....      | do. ....       | Wood's Harbour, N.S. ....   | do. ....                     | ...     |
| 2898                   | do 28..             | Chas. T. Porter. ....      | do. ....       | Spencer's Island, N.S. .... | St. John. ....               | ...     |
| 2899                   | do 28..             | Thos. Kiffin. ....         | do. ....       | St. John, N.B. ....         | do. ....                     | 10 00   |

LIST of Certificates of Competency granted to Masters and Mates, &c.—*Continued.*

| Number of Certificate. | Date of Certificate | Name.                     | Grade.       | Address.             | Where Examination was Passed. | Fee.    |
|------------------------|---------------------|---------------------------|--------------|----------------------|-------------------------------|---------|
|                        | 1891.               |                           |              |                      |                               | \$ cts. |
| 2900                   | Oct. 24..           | Chas. Gormley .....       | Mate .....   | Hantsport, N.S. .... | St. John .....                | .....   |
| 2901                   | do 24..             | Henry E. Newman .....     | Master ..... | St. John, N.B. ....  | do .....                      | .....   |
| 2902                   | do 24..             | John Ed. G. Weston .....  | do .....     | Chatham, N.B. ....   | do .....                      | 10 00   |
| 2903                   | do 24..             | Raymond L. Holder .....   | do .....     | St. John, N.B. ....  | do .....                      | .....   |
| 2904                   | do 24..             | James W. Calhoun .....    | do .....     | do .....             | do .....                      | 10 00   |
| 2905                   | do 28..             | John C. Amberman .....    | do .....     | Granville, N.S. .... | Halifax .....                 | 10 00   |
| 2906                   | do 30..             | John Ed. Fulton .....     | Mate ..      | Noel, N.S. ....      | do .....                      | 5 00    |
| 2907                   | Nov. 16..           | Peter LeBlanc .....       | Master ..... | Arichat, N.S. ....   | do .....                      | 10 00   |
| 2908                   | do 16..             | Chas. C. Graham .....     | do .....     | Maitland, N.S. ....  | do .....                      | 10 00   |
| 2909                   | do 16..             | Wm. Caddell .....         | do .....     | do .....             | do .....                      | 10 00   |
| 2910                   | do 16..             | Judson W. Robbins .....   | Mate .....   | Yarmouth, N.S. ....  | Yarmouth .....                | 5 00    |
| 2911                   | do 21..             | John S. Kiffin .....      | do .....     | St. John, N.B. ....  | St. John .....                | 5 00    |
| 2912                   | do 21..             | Wm. H. Davis .....        | do .....     | Clifton, N.S. ....   | do .....                      | 5 00    |
| 2913                   | Dec. 4..            | Daniel H. Andrews .....   | do .....     | Arcadia, N.S. ....   | Yarmouth .....                | 5 00    |
| 2914                   | do 22..             | Albert Lockett .....      | Master ..... | Carleton, N.B. ....  | St. John .....                | 10 00   |
| 2915                   | do 22..             | Thos. Haley .....         | do .....     | do .....             | do .....                      | 5 00    |
| 2916                   | do 22..             | Lewis C. Crow .....       | Mate .....   | Noel, N.S. ....      | do .....                      | 5 00    |
| 2917                   | do 22..             | Geo. L. Folker .....      | do .....     | Hantsport, N.S. .... | Halifax .....                 | 5 00    |
| 2918                   | do 22..             | Pellman Bezanson .....    | do .....     | do .....             | do .....                      | 5 00    |
| 2919                   | do 22..             | James E. Blackadder ..... | do .....     | Wolfville, N.S. .... | do .....                      | 5 00    |

LIST of Certificates of Competency granted to Masters and Mates of Inland and Coast-  
ing Vessels, for the year ending 31st December, 1891.

| Number of Cer-<br>tificate. | Date<br>of<br>Certificate | Name.                    | Grade.      | Address.                 | Where<br>Examination<br>was<br>Passed. | Fee.    |
|-----------------------------|---------------------------|--------------------------|-------------|--------------------------|--|---------|
|                             | 1890.                     |                          |             |                          |  | \$ cts. |
| 710                         | Dec. 10.                  | Frederick Rogney .....   | Mate.....   | Garden Island, Ont.....  | Kingston.....                          | 4 00    |
| 711                         | do 10.                    | Alex. Rose .....         | Master..... | Midland, Ont.....        | St. Catharines                         | 8 00    |
| 712                         | do 10.                    | Julius Leroux .....      | do .....    | do .....                 | do ..                                  | 8 00    |
| 713                         | do 10.                    | Wm. Seaman. ....         | do .....    | Collingwood, Ont.....    | do ..                                  | 8 00    |
| 714                         | do 26                     | Frank M. Buck.....       | do .....    | Dorchester, N.S .....    | St. John.....                          | 8 00    |
| 715                         | do 26.                    | Robt. J. Janes .....     | do .....    | St. John, N.B .....      | do .....                               | 8 00    |
| 716                         | do 31..                   | Norman S. McKinnon....   | do .....    | Yarmouth, N.B.....       | Yarmouth....                           | 8 00    |
| 717                         | 1891.<br>Jan. 3.          | James Findall .....      | Mate.....   | Midland, Ont.....        | St. Catharines                         | 4 00    |
| 718                         | do 3.                     | Frederick Freck.....     | Master....  | Sault Ste. Marie, Ont... | do ..                                  | 8 00    |
| 719                         | do 3.                     | Joseph Granville.....    | Mate.....   | Southampton, Ont.....    | do ..                                  | 4 00    |
| 720                         | do 3.                     | Arthur Clark .....       | Master..... | Collingwood, Ont.....    | do ..                                  | 8 00    |
| 721                         | do 3.                     | Stephen Saxby .....      | Mate.....   | Hamilton, Ont.....       | Toronto .....                          | 4 00    |
| 722                         | do 3.                     | Wm. C. Jordan.....       | Master..... | Collingwood, Ont.....    | St. Catharines                         | 8 00    |
| 723                         | do 3.                     | John McCannel .....      | do .....    | do .....                 | do ..                                  | 8 00    |
| 724                         | do 3.                     | John Soden.....          | do .....    | Midland, Ont.....        | do ..                                  | 8 00    |
| 725                         | do 3.                     | Michael Brennan .....    | Mate.....   | Kingsville, Ont.....     | do ..                                  | 4 00    |
| 726                         | do 21.                    | Edgar Bigelow .....      | Master..... | Medford, N.S.....        | St. John.....                          | 8 00    |
| 727                         | do 21.                    | Thos. Hy. Benwill .....  | do .....    | Cape Chin, Ont.....      | St. Catharines                         | 8 00    |
| 728                         | do 21.                    | Robt. Cooney.....        | do .....    | Port Dalhousie, Ont..... | do ..                                  | 8 00    |
| 729                         | do 21.                    | Joseph Noble.....        | do .....    | Goderich, Ont.....       | do ..                                  | 8 00    |
| 730                         | do 21.                    | Wm. Rixon .....          | do .....    | Owen Sound, Ont.....     | do ..                                  | 8 00    |
| 731                         | do 21.                    | Hans Holvorsen .....     | do .....    | do .....                 | Toronto .....                          | 8 00    |
| 732                         | do 21.                    | John Whiteside .....     | do .....    | do .....                 | do .....                               | 8 00    |
| 733                         | do 21.                    | Robt. Brown.....         | Mate.....   | Kilsyth, Ont.....        | St. Catharines                         | 4 00    |
| 734                         | do 21.                    | Robt. Reynolds. ....     | do .....    | Penetanguishene, Ont...  | do ..                                  | 4 00    |
| 735                         | do 21.                    | Angus L. Kennedy .....   | do .....    | Stirling Falls, Ont..... | Gravenhurst..                          | 4 00    |
| 736                         | do 21.                    | John Grant .....         | do .....    | Hamilton, Ont.....       | St. Catharines                         | 4 00    |
| 737                         | do 21.                    | Wm. Kitchen .....        | Master..... | Midland, Ont.....        | do ..                                  | 8 00    |
| 738                         | do 21.                    | James Baxter .....       | do .....    | Goderich, Ont.....       | do ..                                  | 8 00    |
| 739                         | Feb. 7.                   | Josephat Sauvageau ..... | do .....    | Deschambault, Que.....   | Quebec .....                           | 8 00    |
| 740                         | do 7.                     | Leonard W. Morrow.....   | Mate.....   | Victoria, B.C.....       | Victoria.....                          | 4 00    |

LIST of Certificates of Competency granted to Masters and Mates, &c.—*Continued.*

| Number of Certificate. | Date of Certificate | Name.                        | Grade.         | Address.                    | When Examination was Passed. | Fee.    |
|------------------------|---------------------|------------------------------|----------------|-----------------------------|------------------------------|---------|
|                        |                     |                              |                |                             |                              | \$ cts. |
|                        | 1891.               |                              |                |                             |                              |         |
| 741                    | Feb. 7..            | W. C. P. Clarke . . . . .    | Mate. . . . .  | Victoria, B.C.....          | Victoria.....                | 4 00    |
| 742                    | do 7..              | John G. Ainslie . . . . .    | Master.. . . . | Owen Sound, Ont.....        | St. Catharines               | 8 00    |
| 743                    | do 7..              | Thomas E. Zink.....          | do . . . . .   | Lunenburg, N.S.....         | Lunenburg . . .              | 8 00    |
| 744                    | do 7..              | Alex. E. Lindqvist . . . . . | do . . . . .   | Revelstoke, B.C.....        | Victoria.....                | 8 00    |
| 745                    | do 7..              | Frank German . . . . .       | Mate.....      | Penetanguishene, Ont...     | St. Catharines               | 4 00    |
| 746                    | do 7..              | Alex. McGregor.....          | do . . . . .   | Tiverton, Ont.....          | do . . . . .                 | 4 00    |
| 747                    | do 7..              | James Morrison . . . . .     | Master.....    | Parrsboro', N.S. . . . .    | St. John.....                | 8 00    |
| 748                    | do 7..              | Frank Granville . . . . .    | do . . . . .   | Southampton, Ont. . . . .   | St. Catharines               | 8 00    |
| 749                    | do 7..              | H. W. Hebb . . . . .         | do . . . . .   | Lunenburg, N. S. . . . .    | Lunenburg . . .              | 8 00    |
| 750                    | do 7..              | William Wright . . . . .     | Mate.....      | Toronto, Ont. . . . .       | Toronto . . . . .            | 4 00    |
| 751                    | do 18..             | John McGowan . . . . .       | do . . . . .   | do . . . . .                | do . . . . .                 | 4 00    |
| 752                    | do 18..             | Grant G. Horne . . . . .     | do . . . . .   | Wolfe Island, Ont. . . . .  | Kingston . . . .             | 4 00    |
| 753                    | do 18..             | Malcolm M. Morris. . . . .   | Master.....    | Advocate Harbour, N.S.      | St. John.....                | 8 00    |
| 754                    | do 18..             | Colon J. Terrio. . . . .     | do . . . . .   | West Arichat, N.S.....      | Sydney, C.B..                | 8 00    |
| 755                    | do 18..             | Thos. A. Currie . . . . .    | do . . . . .   | Golden Valley Harbour, Ont. | St. Catharines               | 8 00    |
| 756                    | do 20..             | William D. Graham . . . . .  | do . . . . .   | St. Catharines, Ont.....    | do . . . . .                 | 8 00    |
| 757                    | do 20..             | John V. Morrill . . . . .    | Mate.....      | Sarnia, Ont.....            | St. Catharines.              | 4 00    |
| 758                    | do 20..             | David McCormack.....         | do . . . . .   | Pelee Island, Ont.....      | do . . . . .                 | 4 00    |
| 759                    | do 20..             | Joseph Hough . . . . .       | Master.....    | Port Stanley, Ont.....      | do . . . . .                 | 8 00    |
| 760                    | do 20..             | Andrew Walsh.....            | do . . . . .   | St. Catharines, Ont. . . .  | do . . . . .                 | 8 00    |
| 761                    | do 20..             | Alex. McCullough.....        | Mate.....      | Port Dalhousie, Ont.....    | do . . . . .                 | 4 00    |
| 762                    | do 20..             | Wm. T. Robertson.....        | do . . . . .   | Owen Sound, Ont. . . . .    | do . . . . .                 | 4 00    |
| 763                    | Mar. 4..            | Alfred Burritt.....          | Master.....    | Thornbury, Ont.....         | do . . . . .                 | 8 00    |
| 764                    | do 4..              | James Sutherland . . . . .   | do . . . . .   | Goderich, Ont . . . . .     | do . . . . .                 | 8 00    |
| 765                    | do 4..              | Wm. McCracken.....           | Mate.....      | Port Colborne, Ont.....     | do . . . . .                 | 4 00    |
| 766                    | do 4..              | Esrom Lewis . . . . .        | Master.....    | Sydney, C.B., N.S. . . . .  | Sydney, C.B..                | 8 00    |
| 767                    | do 4..              | Joseph N. Berry.. . . .      | do . . . . .   | Granville Ferry, N.S.....   | St. John.. . . .             | 8 00    |
| 768                    | do 4..              | Judson E. Hamilton.....      | do . . . . .   | Cape Hopewell, N.B....      | do . . . . .                 | 8 00    |
| 769                    | do 4..              | Christopher Richter.....     | Mate. . . . .  | St. John, N.B.....          | do . . . . .                 | 4 00    |
| 770                    | do 4..              | Robert Ivey . . . . .        | do . . . . .   | Owen Sound, Ont.....        | St. Catharines.              | 4 00    |
| 771                    | do 12..             | John James McLaren.....      | do . . . . .   | St. Catharines, Ont.....    | do . . . . .                 | 4 00    |
| 772                    | do 12..             | Donald Campbell . . . . .    | do . . . . .   | Owen Sound, Ont.....        | Toronto . . . . .            | 4 00    |



LIST of Certificates of Competency granted to Masters and Mates, &c.—*Continued.*

| Number of Certificate. | Date of Certificate | Name.                         | Grade.      | Address.                 | When Examination was Passed. | Fee.    |
|------------------------|---------------------|-------------------------------|-------------|--------------------------|------------------------------|---------|
|                        | 1891.               |                               |             |                          |                              | \$ cts. |
| 773                    | Mar. 12.            | Thomas A. Nicholson.....      | Mate.....   | Gananoque, Ont.....      | St. Catharines.              | 4 00    |
| 774                    | do 12.              | Thomas M. Harding.....        | do.....     | Yarmouth, Ont.....       | Yarmouth.....                | 4 00    |
| 775                    | do 12.              | Charles F. Lewis.....         | do.....     | Freeport, N.S.....       | do.....                      | 4 00    |
| 776                    | do 12.              | Henry Wm. King.....           | do.....     | Toronto, Ont.....        | Toronto.....                 | 4 00    |
| 777                    | do 12.              | Alfred Hicks.....             | Master..... | Pictou, N.S.....         | Kingston.....                | 8 00    |
| 778                    | do 12.              | Robert A. Welsh.....          | do.....     | St. Martins, N.B.....    | St. John.....                | 8 00    |
| 779                    | do 12.              | Ezra Forsyth.....             | do.....     | St. John, N.B.....       | do.....                      | 8 00    |
| 780                    | do 12.              | Leverett A. Hauselpecker..... | do.....     | do.....                  | do.....                      | 8 00    |
| 781                    | do 12.              | John Shane.....               | Mate.....   | Fenelon Falls, Ont..     | Kingston.....                | 4 00    |
| 782                    | do 12.              | Samuel Wright.....            | do.....     | Owen Sound, Ont.....     | Toronto.....                 | 4 00    |
| 783                    | April 1.            | John A. Willett.....          | Master..... | Main-à-Dieu, C.B.....    | Sydney.....                  | 8 00    |
| 784                    | do 1.               | Alfred Langlois.....          | do.....     | Descouse, N.S.....       | do.....                      | 8 00    |
| 785                    | do 1.               | Josiah Gosse.....             | do.....     | Victoria, B.C.....       | Victoria.....                | 8 00    |
| 786                    | do 1.               | George R. Longley.....        | Mate.....   | St. Catharines, Ont..... | St. Catharines.              | 4 00    |
| 787                    | do 1.               | Edward Morden.....            | Master..... | Oakville, Ont.....       | do.....                      | 8 00    |
| 788                    | do 1.               | George Irwin.....             | do.....     | Port Dalhousie, Ont..... | do.....                      | 8 00    |
| 789                    | do 1.               | Thomas A. Martin.....         | do.....     | Owen Sound, Ont.....     | do.....                      | 8 00    |
| 790                    | do 1.               | James M. Steeves.....         | do.....     | Dover, N.S.....          | St. John.....                | 8 00    |
| 791                    | do 1.               | William Millard.....          | do.....     | Sarnia, Ont.....         | St. Catharines.              | 8 00    |
| 792                    | do 1.               | Henry Mecrate.....            | Mate.....   | do.....                  | do.....                      | 4 00    |
| 793                    | do 1.               | Frank Cotton.....             | do.....     | St. Catharines.....      | do.....                      | 4 00    |
| 794                    | do 1.               | Williard Stevens.....         | Master..... | Kingston, Ont.....       | Kingston.....                | 8 00    |
| 795                    | do 1.               | James W. McCoppen.....        | do.....     | Port Colborne, Ont.....  | St. Catharines.              | 8 00    |
| 796                    | do 1.               | Robert H. Fleming.....        | do.....     | St. John, N.B.....       | St. John.....                | 8 00    |
| 797                    | do 6.               | John F. Quinn.....            | do.....     | St. Catharines, Ont..... | St. Catharines.              | 8 00    |
| 798                    | do 6.               | Danford W. Greenfield.....    | do.....     | River Herbert, N.S.....  | St. John.....                | 8 00    |
| 799                    | do 10.              | Christian Iverson.....        | do.....     | Lunenburg, N.S.....      | Lunenburg.....               | 8 00    |
| 800                    | do 10.              | Adelard Sansterre.....        | do.....     | St. Michel, P.Q.....     | Quebec.....                  | 8 00    |
| 801                    | do 10.              | James Moreau.....             | do.....     | Port Severn, Ont.....    | St. Catharines.              | 8 00    |
| 802                    | do 10.              | Dennis Mullaney.....          | do.....     | Milford, N.B.....        | St. John.....                | 8 00    |
| 803                    | do 14.              | Henry Wm. Hatfield.....       | do.....     | Port Grenville, N.S..... | Halifax.....                 | 8 00    |
| 804                    | do 14.              | Wm. Hamilton.....             | do.....     | Collingwood, Ont.....    | St. Catharines               | 8 00    |

List of Certificates of Competency granted Masters and Mates, &c.—*Continued.*

| Number of Certificate. | Date of Certificate | Name.                      | Grade.      | Address.                 | Where Examination was Passed. | Fee.    |
|------------------------|---------------------|----------------------------|-------------|--------------------------|-------------------------------|---------|
|                        | 1892.               |                            |             |                          |                               | \$ cts. |
| 805                    | April 14..          | Colon P. Lawson .....      | Mate.....   | Pelee Island, Ont.....   | St. Catherines                | 4 00    |
| 806                    | do 14..             | Fred. Johnson.....         | Master..... | Midland, Ont.....        | do ..                         | 8 00    |
| 807                    | do 18..             | Maurice V. Smith.....      | do .....    | St. John, N.B.....       | St. John.....                 | 8 00    |
| 808                    | do 18..             | Wm. Kingston .....         | do .....    | Port Colborne, Ont.....  | St. Catharines                | 8 00    |
| 809                    | do 18..             | Jackson Smith.....         | Mate.....   | Palermo, Ont.....        | do ..                         | 4 00    |
| 810                    | do 18..             | Henry Mawdesley.....       | Master..... | Thorold, Ont.....        | do ..                         | 8 00    |
| 811                    | do 18..             | Geo. Angus McFarlane ..... | do .....    | Lincoln, N.B.....        | St. John.....                 | 8 00    |
| 812                    | do 18..             | Alex. L. Grisdale .....    | do .....    | Port Colborne, Ont.....  | St. Catharines                | 8 00    |
| 813                    | do 21..             | Ed. O'Neil .....           | Mate.....   | do .....                 | do ..                         | 4 00    |
| 814                    | do 21..             | Patrick L. Mooney.....     | Master..... | Morpeth, Ont.....        | do ..                         | 8 00    |
| 815                    | do 24..             | Dennis McMullins.....      | do .....    | Toronto, Ont.....        | do ..                         | 8 00    |
| 816                    | do 24..             | Robert C. Irwin.....       | Mate.....   | Montreal, Que.....       | Kingston.....                 | 4 00    |
| 817                    | do 24..             | Fenwick P. Shields .....   | do .....    | St. John, N.B.....       | St. John.....                 | 4 00    |
| 818                    | do 24..             | Edward Perley .....        | Master..... | do .....                 | do .....                      | 8 00    |
| 819                    | do 24..             | John E. Muggah .....       | do .....    | Sydney, C.B., N.S.....   | Sydney, C.B..                 | 8 00    |
| 820                    | do 30..             | Wm. Ed. Ryder.....         | do .....    | Lower Granville, N.S. .. | St. John.....                 | 8 00    |
| 821                    | May 1..             | August J. Ryerse .....     | Mate.....   | Vancouver, B.C.....      | Victoria.....                 | 4 00    |
| 822                    | do 1..              | Cancelled .....            |             |                          |                               | .....   |
| 823                    | do 1..              | Wm. Chas. Playster .....   | Mate.....   | Collingwood, Ont.....    | St. Catharines                | 4 00    |
| 824                    | do 1..              | Robert Austin .....        | do .....    | Port Dover, Ont.....     | do ..                         | 4 00    |
| 825                    | do 1..              | Ed. John Repath.....       | do .....    | Toronto, Ont.....        | do ..                         | 4 00    |
| 826                    | do 1..              | Alfred Covell .....        | Master..... | Brighton, Ont.....       | do ..                         | 8 00    |
| 827                    | do 1..              | Henry Kerby.....           | do .....    | Dresden, Ont.....        | do ..                         | 8 00    |
| 828                    | do 1..              | Hy. S. B. Donaldson.....   | do .....    | Toronto, Ont.....        | do ..                         | 8 00    |
| 829                    | do 1..              | Edward M. Foster.....      | do .....    | Port Dover, Ont.....     | do ..                         | 8 00    |
| 830                    | do 12..             | John Macaulay .....        | do .....    | Southampton, Ont.....    | do ..                         | 8 00    |
| 831                    | do 12..             | Geo. H. Playter.....       | do .....    | Collingwood, Ont.....    | do ..                         | 8 00    |
| 832                    | do 12..             | Christopher Wilson.....    | do .....    | Parrsboro', N.S.....     | St. John.....                 | 8 00    |
| 833                    | do 12..             | James Herwin.....          | do .....    | Sarnia, Ont.....         | St. Catharines                | 8 00    |
| 834                    | do 12..             | Hugh J. Hagan .....        | do .....    | St. Catharines, Ont..... | do ..                         | 8 00    |
| 835                    | do 12..             | Angus J. McNeil.....       | do .....    | St. John, N.B.....       | St. John.....                 | 8 00    |
| 836                    | do 29..             | James F. Calbick .....     | Mate.....   | Gananoque, Ont.....      | Kingston.....                 | 4 00    |

LIST of Certificates of Competency granted Masters and Mates, &c.—*Continued.*

| Number of Certificate. | Date of Certificate | Name.                    | Grade.      | Address.                  | Where Examination was Passed. | Fee.    |
|------------------------|---------------------|--------------------------|-------------|---------------------------|-------------------------------|---------|
|                        | 1892.               |                          |             |                           |                               | \$ cts. |
| 837                    | May 29..            | Henry Martin.....        | Mate..      | Port Dover, Ont.....      | St. Catharines                | 4 00    |
| 838                    | do 29..             | Geo. W. Dean.....        | do .....    | Fort Erie, Ont.....       | do ..                         | 4 00    |
| 839                    | do 29..             | Paul C. Robinson.....    | do .....    | Hopewell, N.B.....        | St. John.....                 | 4 00    |
| 840                    | do 29..             | James Westaway ....      | Master..... | Georgetown, P.E.I.....    | do .....                      | 8 00    |
| 841                    | June 16..           | John F. Anderson.....    | Mate.....   | Victoria, B.C. ..         | Victoria .....                | 4 00    |
| 842                    | do 16..             | Herbert Cleland.....     | Master..... | Collingwood, Ont.....     | St. Catharines                | 8 00    |
| 843                    | do 16..             | John W. Darling .....    | do .....    | do .....                  | do ..                         | 8 00    |
| 844                    | do 16..             | James Delaney.....       | do .....    | Prescott, Ont.....        | Kingston .....                | 8 00    |
| 845                    | do 16..             | John Driscoll.....       | do .....    | do .....                  | do .....                      | 8 00    |
| 846                    | do 16..             | Wm. Lemoine.....         | do .....    | Penetanguishene, Ont..... | St. Catharines                | 8 00    |
| 847                    | do 16..             | John W. Maddick.....     | do .....    | Hamilton, Ont.....        | do ..                         | 8 00    |
| 848                    | do 16..             | Saml. J. McCoppen.....   | do .....    | Port Colborne, Ont.....   | do ..                         | 8 00    |
| 849                    | do 16..             | John Wm. Butler.....     | Mate.....   | Victoria, B.C.....        | Victoria.....                 | 4 00    |
| 850                    | do 16..             | Freeman F. Holmes .....  | Master..... | Lower Granville, N.S....  | St. John.....                 | 8 00    |
| 851                    | do 16..             | Caleb Spencer .....      | do .....    | Louisburg, C.B., N.S....  | Sydney, C.B....               | 8 00    |
| 852                    | do 16..             | Geo. R. Wood.....        | do .....    | Port Dalhousie, Ont.....  | St. Catharines                | 8 00    |
| 853                    | July 8..            | Charles W. Zemke.....    | Mate.....   | Lunenburg, N.S.....       | Lunenburg ..                  | 4 00    |
| 854                    | do 8..              | Edgar O. Smith.....      | Master ..   | Yarmouth, N.S. ....       | St. John ..                   | 8 00    |
| 855                    | do 13..             | Douglas Brown.....       | Mate.....   | Victoria, B.C.....        | Victoria ....                 | 4 00    |
| 856                    | do 13..             | Victor Clare Smith.....  | do ..       | Moodyville, B.C .....     | do .....                      | 4 00    |
| 857                    | do 13..             | John Jarrell.....        | Master ..   | Port Hope, Ont.....       | Kingston .                    | 8 00    |
| 858                    | do 21..             | A. E. Mathews. ....      | do .....    | Toronto, Ont.....         | St. Catharines                | 8 00    |
| 859                    | do 21..             | John A. Casselman.....   | do ..       | Little Current, Ont.....  | do ..                         | 8 00    |
| 860                    | do 21..             | Archibald Keith .....    | do .....    | Colborne, Ont. ....       | Kingston.....                 | 8 00    |
| 861                    | do 21..             | Thomas J. Clark.....     | Mate.....   | Toronto, Ont.....         | St. Catharines                | 4 00    |
| 862                    | Aug. 25..           | James A. King .....      | do .....    | St. Catharines, Ont.....  | do ..                         | 4 00    |
| 863                    | do 25..             | Angus Cameron.....       | do .....    | St. John, N.B.....        | St. John .....                | 4 00    |
| 864                    | do 25..             | Joseph Greathead.....    | Master..... | Southampton, Ont ..       | St. Catharines                | 8 00    |
| 865                    | do 25..             | Jno. W. Diamant .....    | Mate.....   | Lindsay, Ont.....         | Kingston...                   | 4 00    |
| 866                    | Sept. 14..          | Fred. McKay .....        | Master ..   | Bell Ewart, Ont.....      | St. Catharines                | 8 00    |
| 867                    | do 14..             | Edmond Groulx.....       | do .....    | Melochville, Que.....     | Ottawa. ....                  | 8 00    |
| 868                    | do 14..             | Daniel C. McMorris ..... | do .....    | Kamloops, B.C. ....       | Victoria. ....                | 8 00    |

LIST of Certificates of Competency granted Masters and Mates, &c.—*Continued.*

| Number of Certificate. | Date of Certificate | Name.                     | Grade.      | Address.                | Where Examination was Passed. | Fee.    |
|------------------------|---------------------|---------------------------|-------------|-------------------------|-------------------------------|---------|
|                        |                     |                           |             |                         |                               | \$ cts. |
| 869                    | Sept. 14.           | Eben N. Everett.....      | Master..... | Plympton, N.S. ....     | St. John. ....                | 8 00    |
| 870                    | do 14.              | Antoine Haynes.....       | do .....    | Zotique, Que. ....      | Ottawa.....                   | 8 00    |
| 871                    | do 14.              | Absalom Freeman .....     | Mate .....  | Vancouver, B.C.....     | Victoria.....                 | 4 00    |
| 872                    | do 14.              | Hector McLean .....       | Master..... | Orillia, Ont. ....      | St. Catharines                | 8 00    |
| 873                    | do 28.              | Geo. T. Shaver.....       | do .....    | Wallaceburg, Ont. ....  | do ..                         | 8 00    |
| 874                    | do 28.              | G. Fred Marsh, jun. ....  | do .....    | Huntsville, Ont.....    | do ..                         | 8 00    |
| 875                    | do 28.              | Julius Kauffmann .....    | do .....    | Little Current, Ont.... | do ..                         | 8 00    |
| 876                    | do 28.              | Wm. H. Leanhardt.....     | do .....    | Dresden, Ont.....       | do ..                         | 8 00    |
| 877                    | Oct. 26.            | Samuel B. Dalton .....    | Mate.....   | St. John, N.B.....      | St. John .....                | 4 00    |
| 878                    | do 26.              | Jacob Wagimah.....        | Master..... | Garden River, Ont....   | St. Catharines                | 8 00    |
| 879                    | do 26.              | Thos. Salter Guns .....   | Mate .....  | Victoria, B.C.....      | Victoria .....                | 4 00    |
| 880                    | do 26.              | Daniel A. Phillips.....   | Master..... | Dorset, Ont.....        | St. Catharines                | 8 00    |
| 881                    | do 26.              | Zepherine Genier.....     | Mate.....   | St. Martins, Que.....   | Ottawa. ....                  | 4 00    |
| 882                    | do 26.              | Fred. G. Snider.....      | Master..... | Bruce Mines, Ont.....   | St. Catharines                | 8 00    |
| 883                    | do 26.              | Stanley Gillespie.....    | do .....    | Valleyfield, Que.....   | Ottawa.....                   | 8 00    |
| 884                    | do 26.              | Henry Savard.....         | do .....    | Roberval Lake, Que....  | Quebec....                    | 8 00    |
| 885                    | do 31.              | Henry Aldenburg.....      | Mate.....   | Windsor, Ont. ....      | St. Catharines                | 4 00    |
| 886                    | do 31.              | Richard Glackin.....      | Master..... | Algoma Mills, Ont.....  | do ..                         | 8 00    |
| 887                    | Nov. 16.            | Wm. H. Nickett.....       | do .....    | Bruce Mines, Ont.....   | do ..                         | 8 00    |
| 888                    | do 16.              | François X. Turcotte..... | do .....    | Grosse Isle, Que.....   | Quebec.....                   | 8 00    |
| 889                    | do 16.              | William Burtch.....       | do .....    | Thessalon, Ont.....     | St. Catharines                | 8 00    |
| 890                    | do 16.              | Amedie Cecile .....       | Mate. . .   | Papineauville, Que....  | Ottawa. ....                  | 4 00    |
| 891                    | do 16.              | John B. Morehouse.....    | do .....    | St. John, N.B....       | St. John.....                 | 4 00    |
| 892                    | do 16.              | Wm. Gordon Reicker. . .   | Master..... | do .....                | do .....                      | 8 00    |
| 893                    | do 16.              | Charles Moody.....        | Mate. . .   | Vancouver, B.C.....     | Victoria.....                 | 4 00    |
| 894                    | Dec. 4.             | George E. Jacobson.....   | Master..... | Waubaushe, Ont.....     | St. Catharines                | 8 00    |
| 895                    | do 4.               | William John Strong.....  | do .....    | Port Elgin, Ont.....    | do ..                         | 8 00    |
| 896                    | do 4.               | John Andrew Cates.....    | do .....    | Vancouver, B.C.....     | Vancouver....                 | 8 00    |
| 897                    | do 4.               | Wm. Findlay.....          | Mate. . .   | Rosseau, Ont. ....      | St. Catharines                | 4 00    |
| 898                    | do 4.               | Ernest Taylor.....        | do .....    | Bracebridge, Ont. ....  | do ..                         | 4 00    |
| 899                    | do 28.              | Alfred M. Wright.....     | do .....    | Collingwood, Ont. ....  | Toronto.. .                   | 4 00    |
| 900                    | do 29.              | Alexander A. Reppen.....  | do .....    | Victoria, B.C.....      | Victoria.....                 | 4 00    |

List of Certificates of Competency granted Masters and Mates, &c.—Continued.

| Number of Certificate. | Date of Certificate | Name.                  | Grade.      | Address.                | Where Examination was Passed. | Fee.    |
|------------------------|---------------------|------------------------|-------------|-------------------------|-------------------------------|---------|
|                        | 1892.               |                        |             |                         |                               | \$ cts. |
| 901                    | Dec. 29..           | Chas. W. Henshaw.....  | Mate.....   | Port Carling, Ont.....  | St. Catharines                | 4 00    |
| 902                    | do 29..             | Robert Roberts. ....   | Master..... | Departure, B.C. ....    | Victoria.....                 | 8 00    |
| 903                    | do 29..             | Ethan Morris.....      | do .....    | Advocate Hbr., N.S....  | St. John.....                 | 8 00    |
| 904                    | do 29..             | Prudent Bellisle.....  | do .....    | Deschambault, Que....   | Quebec.....                   | 8 00    |
| 905                    | do 29..             | Avery James Howes....  | do . . .    | Sandridge, Ont. . . . . | St. Catharines                | 8 00    |
| 906                    | do 29..             | George Guyer . . . . . | do .....    | Port Elgin, Ont.....    | Southampton .                 | 8 00    |

List of Certificates of Service granted to Masters and Mates of Inland and Coasting Vessels for the year ending 31st December, 1891.

| Number of Certificate. | Date of Certificate | Name.                     | Grade.      | Address.                 | Where Examination was Passed. | Fee.    |
|------------------------|---------------------|---------------------------|-------------|--------------------------|-------------------------------|---------|
|                        | 1891.               |                           |             |                          |                               | \$ cts. |
| 2846                   | Jan. 21..           | George N. Shaw .....      | Master..... | St. John, N.B .....      | St. John.....                 | 4 00    |
| 2847                   | Feb. 7..            | Wm. J. Parsons .....      | do .....    | Halifax, N.S.....        | Halifax.....                  | 4 00    |
| 2848                   | do 7..              | George J. Christie.....   | do .....    | Pictou, N.S .....        | Pictou.....                   | 4 00    |
| 2849                   | do 7..              | David Malcom.....         | do .....    | Collingwood, Ont. ...    | St. Catharines                | 4 00    |
| 2850                   | do 7..              | Obed. Knowlton .....      | do .....    | Advocate Harbour, N.S.   | Parrsboro'...                 | 4 00    |
| 2851                   | do 18..             | Angus G. Stanton .....    | do .....    | Pictou, Ont.....         | Ottawa.....                   | 4 00    |
| 2852                   | do 18..             | Wm. R. Dickson.....       | do .....    | St. John, N.B .....      | St. John.....                 | 4 00    |
| 2853                   | do 18..             | Chipman G. Colwell.....   | do .....    | do .....                 | do .....                      | 4 00    |
| 2854                   | do 18..             | Robert P. Lister.....     | do .....    | do .....                 | do .....                      | 4 00    |
| 2855                   | do 20..             | William P. Holmes .....   | do .....    | Victoria, B.C.....       | Victoria .....                | 4 00    |
| 2856                   | Mar. 4..            | James A. Colwell.....     | do .....    | St. John, N.B .....      | St. John.....                 | 4 00    |
| 2857                   | do 4..              | William D. McIntyre ..... | do .....    | do .....                 | do .....                      | 4 00    |
| 2858                   | do 4..              | Reuben G. Abbott .....    | do .....    | Lewis Head, N.S. ...     | Shelburne ..                  | 4 00    |
| 2859                   | do 4..              | George McPherson.....     | do .....    | Pictou Landing, N.S. ... | Pictou.....                   | 4 00    |
| 2860                   | do 4..              | Hugh A. Holder.....       | do .....    | St. John, N.B .....      | St. John .....                | 4 00    |
| 2861                   | do 4..              | John W. Knowlton .....    | do .....    | Advocate Harbour, N.S.   | Parrsboro'...                 | 4 00    |
| 2862                   | do 12..             | John Fertile.....         | Mate.....   | Bronte, Ont.....         | Toronto .....                 | 2 00    |
| 2863                   | do 12..             | Robert Martin.....        | Master..... | Sheet Harbour, N.S.....  | Halifax.....                  | 4 00    |
| 2864                   | do 17..             | Michael G. Terheme.....   | do .....    | New Westminster, B.C.    | Victoria.....                 | 4 00    |
| 2865                   | do 31..             | Bernard Palmatier .....   | do .....    | Pictou, Ont. ....        | Pictou.....                   | 4 00    |
| 2866                   | Apr. 1..            | James H. McLellan .....   | do .....    | Kempt Shore, N.S .....   | Parrsboro'...                 | 4 00    |
| 2867                   | do 1..              | Duncan McDougall.....     | Mate.....   | Port Dalhousie, Ont..... | St. Catharines                | 2 00    |
| 2868                   | do 1..              | John Gilliam .....        | do .....    | Bronte, Ont .....        | do ..                         | 2 00    |
| 2869                   | do 1..              | Cornelius Lynch.....      | Master..... | Port Robinson, Ont.....  | do ..                         | 4 00    |
| 2870                   | do 10..             | John Cragg .....          | do .....    | Dresden, Ont.....        | do ..                         | 4 00    |
| 2871                   | do 10..             | Gideon Adams .....        | do .....    | Prescott, Ont.....       | Ottawa.....                   | 4 00    |
| 2872                   | do 10..             | Thomas Foster.....        | do .....    | Pictou, N.S. ....        | Pictou.....                   | 4 00    |
| 2873                   | do 10..             | Jacob B. Stoddard.. ..    | Mate. ....  | Mount Denison, N.S....   | Halifax. ....                 | 2 00    |
| 2874                   | do 10..             | Gebhardist C. McHarg. ... | Master..... | St. John, N.B.....       | St. John.....                 | 4 00    |
| 2875                   | do 24..             | James Ed. Hatfield.....   | do .....    | Port Greville, N.S ..... | Parrsboro'..                  | 4 00    |
| 2876                   | do 24..             | Michael Mullins.....      | do .....    | Belleville, Ont.....     | Kingston.....                 | 4 00    |

List of Certificates of Service granted to Masters and Mates—*Continued.*

| Number of Certificate. | Date of Certificate | Name.                    | Grade.       | Address.                 | Where Examination was Passed. | Fee.    |
|------------------------|---------------------|--------------------------|--------------|--------------------------|-------------------------------|---------|
|                        | 1891.               |                          |              |                          |                               | \$ cts. |
| 2877                   | May 1.              | Samuel Garrett.....      | Master ..... | Smith's Falls, Ont. .... | Ottawa.....                   | 4 00    |
| 2878                   | do 1.               | Wm. Harris.....          | do .....     | Pictou, N.S. ....        | Pictou.. ....                 | 4 00    |
| 2879                   | do 1.               | Albert D. Clarke.....    | do .....     | Victoria, B.C. ....      | Victoria ....                 | 4 00    |
| 2880                   | do 1.               | Thomas E. Clark.....     | do .....     | Sarnia, Ont. ....        | St. Catharines                | 4 00    |
| 2881                   | do 4.               | Isaac Townsend .....     | do .....     | Louisburg, N.S.....      | Halifax.....                  | 4 00    |
| 2882                   | do 12.              | William E. Cornwall..... | Mate.....    | Toronto, Ont.....        | St. Catharines                | 2 00    |
| 2883                   | do 21.              | William McGannon.....    | Master.....  | Prescott, Ont. ....      | Ottawa.....                   | 4 00    |
| 2884                   | do 29.              | Charles Hansen .....     | do .....     | Guysboro', N.S.....      | Halifax.....                  | 4 00    |
| 2885                   | do 29.              | Angus McAulay .....      | do .....     | Southampton, Ont .....   | St. Catharines                | 4 00    |
| 2886                   | do 29.              | Walter Minaker.....      | do .....     | Milford, Ont. ....       | Ottawa.....                   | 4 00    |
| 2887                   | June 1.             | Francis A. Smith.....    | do .....     | Newellton, N.S.....      | do .....                      | 4 00    |
| 2888                   | do 1.               | Wm. Blackburn .....      | do .....     | Chicoutimi, Que .....    | Quebec.....                   | 4 00    |
| 2889                   | do 12.              | Michael McGivan .....    | do .....     | Cobourg, Ont. ....       | Ottawa.....                   | 4 00    |
| 2890                   | July 8.             | Francis G. Rudolph ..... | do .....     | Halifax, N.S.....        | Halifax ....                  | 4 00    |
| 2890                   | June 16.            | James W. Rogers .....    | do .....     | New Westminster, B.C.    | Victoria ....                 | 4 00    |
| 2891                   | do 16.              | John H. Conlon .....     | do .....     | Walton, N.S. ....        | Halifax.....                  | 4 00    |
| 2892                   | do 19.              | John Bonar .....         | do .....     | Belleville, Ont.....     | Ottawa.....                   | 4 00    |
| 2893                   | July 13.            | Francis Lauzon.....      | do .....     | Chippawa, Ont. ....      | St. Catharines                | 4 00    |
| 2894                   | do 13.              | Archibald McDonald.....  | do .....     | Bronte, Ont .....        | do .....                      | 4 00    |
| 2895                   | do 13.              | Philip Farrington.....   | do .....     | Picton, Ont. ....        | Ottawa.....                   | 4 00    |
| 2896                   | Aug. 3.             | Thomas W. Boyne.....     | do .....     | St. Catharines, Ont..    | St. Catharines                | 4 00    |
| 2897                   | do 25.              | Thomas Kimmitt.....      | do .....     | do .....                 | do .....                      | 4 00    |
| 2898                   | do 25.              | Horatio N. Babbitt.....  | do .....     | Kingston, Ont.....       | Kingston.. ....               | 4 00    |
| 2899                   | do 25.              | Thos. Sadler .....       | do .....     | Lindsay, Ont.....        | do .....                      | 4 00    |
| 2900                   | do 25.              | Jonas Bergman .....      | do .....     | Selkirk, Man.....        | Winnipeg.....                 | 4 00    |
| 2901                   | do 25.              | Frank R. Barnhart.....   | Mate.....    | Deseronto, Ont.....      | Kingston.....                 | 2 00    |
| 2902                   | do 25.              | Jonathan Keneer.....     | Master.....  | Lindsay, Ont.....        | do .....                      | 4 00    |
| 2903                   | Sept. 11.           | Charles A. Thompson..... | do .....     | Ottawa, Ont. ....        | Ottawa.....                   | 4 00    |
| 2904                   | do 11.              | Lochlan McCallum .....   | do .....     | Carleton Place, Ont..... | do .....                      | 4 00    |
| 2905                   | do 28.              | Mark H. Bonnell.....     | do .....     | Hopefield, P.E.I.....    | Halifax.....                  | 4 00    |
| 2906                   | do 28.              | Oliver Latour .....      | do .....     | Kippawa, Que .....       | Ottawa.....                   | 4 00    |
| 2907                   | do 28.              | Peter Jas. Shaw .....    | Mate.....    | Lakeport, N.S.....       | Kingston.....                 | 2 00    |

LIST of Certificates of Service granted to Masters and Mates—*Continued.*

| Number of Certificate. | Date of Certificate | Name.                  | Grade.      | Address.                  | Where Examination was Passed. | Fee. |
|------------------------|---------------------|------------------------|-------------|---------------------------|-------------------------------|------|
|                        | 1891.               |                        |             |                           |                               |      |
| 2908                   | Sept. 28..          | John Moore.....        | Master..... | Carleton Place, Ont. .... | Kingston.....                 | 4 00 |
| 2909                   | Oct. 26..           | Ainsworth Sturton..... | do ....     | Chicoutimi, Que .....     | Quebec.....                   | 4 00 |
| 2910                   | do 26..             | Chas. Ed. Redden.....  | Mate.....   | Windsor, N.S.....         | Halifax.....                  | 2 00 |
| 2911                   | do 26..             | John E. Inch.....      | Master..... | Bruce Mines, Ont.....     | St. Catharines                | 4 00 |
| 2912                   | do 26..             | Ed. A. Foresheew. .... | do ....     | Cook's Mills, Ont.....    | do ..                         | 4 00 |
| 2913                   | do 26..             | Alex. McDonald.....    | do ....     | Uptergrove, Ont.....      | do ..                         | 4 00 |
| 2914                   | do 26..             | Albert Ballerwell..... | do ....     | Parrsboro', N.S.....      | Halifax.....                  | 4 00 |
| 2915                   | Nov. 16..           | George Dubuc.....      | do ....     | Penetanguishene, Ont...   | St. Catharines                | 4 00 |
| 2916                   | do 19..             | Joseph A. Haws.....    | do ....     | Parrsboro', N.S.....      | Parrsboro'....                | 4 00 |
| 2917                   | Dec. 4..            | Charles Vessaire.....  | do ....     | Thessalon, Ont.....       | St. Catharines                | 4 00 |
| 2918                   | do 4..              | Andrew J. Jeffry.....  | do ....     | Stratford, Ont.....       | do ..                         | 4 00 |
| 2919                   | do 4..              | Lawrence McGrath.....  | Mate.....   | Parrsboro', N.S.....      | Halifax.....                  | 2 00 |



List of Certificates of Competency and Service which have been cancelled or suspended during the year 1891.

| Number of Certificate. | Name.                       | Grade.        | Cause of Cancellation or Suspension.    | Date of Cancellation or Suspension. |
|------------------------|-----------------------------|---------------|---|-------------------------------------|
|                        |                             |               |   | 1890.                               |
| 2140                   | Joseph Frève.....           | Mate.....     | Passed for higher grade.....            | Dec. 10.                            |
| 2605                   | Fraser Hunter.....          | do.....       | Passed.....                             | do 15.                              |
| 2599                   | F. M. Cosman.....           | do.....       | .....                                   | do 18.                              |
|                        |                             |               |   | 1891.                               |
| 2709                   | John Pratt.....             | 2nd mate..... | .....                                   | Jan. 12.                            |
| 2448                   | Richard J. Warner.....      | Mate.....     | .....                                   | do 12.                              |
| 2601                   | Frederick Wm. Blauvelt..... | do.....       | .....                                   | do 28.                              |
| 1410                   | John W. Baxter.....         | Master.....   | .....                                   | Feb. 6.                             |
| 2482                   | Wm. Salisbury.....          | Mate.....     | .....                                   | do 6.                               |
| 2827                   | Arthur E. Morgan.....       | do.....       | Died.....                               | do 9.                               |
| 2214                   | Albert J. Smith.....        | do.....       | Passed for higher grade.....            | do 17.                              |
| 2381                   | Wm. Henry Carson.....       | do.....       | .....                                   | do 17.                              |
| 2422                   | James S. Osborne.....       | do.....       | .....                                   | do 17.                              |
| 2668                   | Patrick E. McMurray.....    | do.....       | .....                                   | do 17.                              |
| 844                    | John W. Knowlton.....       | do.....       | .....                                   | do 17.                              |
| 2614                   | Hector Campbell.....        | do.....       | .....                                   | do 27.                              |
| 2560                   | Lloyd D. Vance.....         | do.....       | .....                                   | do 27.                              |
| 2713                   | Frank B. Baker.....         | do.....       | .....                                   | do 27.                              |
| 2676                   | Joseph Monteith.....        | do.....       | .....                                   | do 27.                              |
| 72                     | Edmond Larochele.....       | Master.....   | Suspended 12 months from.....           | Jan. 27.                            |
| 2590                   | Edmund Mathuring.....       | Mate.....     | do do<br>(Loss of "Napoléon.")          | do 27.                              |
| 2724                   | Nelson A. Withers.....      | do.....       | Passed for higher grade.....            | Mar. 27.                            |
| 2543                   | Wm. F. Spurr.....           | do.....       | do do.....                              | do 27.                              |
| 2644                   | J. A. Mooney.....           | do.....       | do do.....                              | April 27.                           |
| 2635                   | John Jos. Campbell.....     | do.....       | do do.....                              | do 27.                              |
| 2266                   | Jacob Cummings.....         | do.....       | do do.....                              | do 27.                              |
| 643                    | W. H. Larken.....           | Master.....   | Died at sea.....                        | .....                               |
| 2636                   | Alex. Thompson.....         | Mate.....     | Passed for higher grade.....            | .....                               |
| 1985                   | Hugh N. McCully.....        | Master.....   | Died.....                               | Mar. 16.                            |
| 2855                   | Joseph Delisle.....         | 2nd mate..... | Passed for higher grade.....            | June 16.                            |
| 2693                   | James Byres Kehoe.....      | Mate.....     | .....                                   | do 3.                               |
| 2735                   | James Dollar.....           | do.....       | .....                                   | do 3.                               |
| 2606                   | James Lombard.....          | do.....       | .....                                   | do 3.                               |
| 2583                   | Geo. R. Vickery.....        | do.....       | .....                                   | do 26.                              |
| 1727                   | Hy. A. Smith.....           | do.....       | .....                                   | .....                               |
| 1321                   | James T. O'Neil.....        | do.....       | .....                                   | do 29.                              |
| 2695                   | Frederick N. Malcolm.....   | do.....       | .....                                   | July 2.                             |
| 2723                   | James Wm. M. Hamilton.....  | do.....       | .....                                   | Aug. 12.                            |
| 2725                   | W. Hy. Coonan.....          | do.....       | .....                                   | .....                               |
| 2661                   | James W. McKenzie.....      | do.....       | .....                                   | .....                               |
| 2640                   | Charles D. Bowers.....      | do.....       | .....                                   | Sept. 2.                            |
| 2503                   | Albert Mailman.....         | do.....       | .....                                   | .....                               |
| 2728                   | Amos Davison.....           | do.....       | .....                                   | .....                               |
| 2941                   | Charles T. Porter.....      | do.....       | .....                                   | do 12.                              |
| 2746                   | Thomas Kyffin.....          | do.....       | .....                                   | .....                               |
| 2747                   | David S. Doty.....          | do.....       | .....                                   | do 23.                              |
| 2567                   | Henry Nickerson.....        | do.....       | .....                                   | .....                               |
| 2539                   | Henry E. Newman.....        | do.....       | .....                                   | Oct. 16.                            |
| 2667                   | Raymond L. Holder.....      | .....         | Passed for higher grade.....            | do 16.                              |
| 2666                   | J. E. G. Letson.....        | .....         | .....                                   | .....                               |
| 1016                   | John A. Chapman.....        | Master.....   | Certificate suspended 12 mos. from..... | May 7.                              |
| 2743                   | John C. Amberman.....       | Mate.....     | Passed for a higher grade.....          | Oct. —                              |
| 2402                   | Peter Leblanc.....          | do.....       | .....                                   | Nov. —                              |
| 2738                   | Wm. Caddell.....            | do.....       | .....                                   | .....                               |
| 2778                   | Charles Cox Graham.....     | do.....       | .....                                   | .....                               |
| 2767                   | Albert Lockett.....         | do.....       | .....                                   | Dec. —                              |

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**APPENDIX No. 17.**

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**REPORT OF THE HARBOUR COMMISSIONERS OF MONTREAL.**

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MONTREAL, 16th February, 1892.

SIR,—I have the honour, by direction of the Harbour Commissioners of Montreal, to forward herewith, for the information of the Honourable the Minister of Marine and Fisheries, statement of the general receipts and disbursements of the trust for the year ended 31st December, 1891.

The revenue from wharfage dues and rentals shows a slight decrease from that of 1890, namely, of \$2,330.39, or less than 1 per cent.

From the harbour master's report it will be seen that there was an increase in the tonnage of ocean vessels, as also of inland vessels, over that of 1890, and that the amount of each class, as also of the total tonnage, was larger than in any previous year.

During the last Session of Parliament an Act was passed which amended the Harbour Commissioners' Acts in respect of the election by the shipping interest of their representative on the commission.

Under this, 54-55 Vic., chap. 53, the qualification for voting is based on the tonnage consigned to the several owners, or agents, instead of on tonnage dues, which were abolished in 1888.

The first election under the new Act will be held on the 1st August, 1892.

By the same Act the commissioners were given power to borrow one million dollars for the improvement of the harbour, in addition to their former powers.

During the year a set of seventeen charts of the river from Montreal to the Platon, 35 miles above Quebec, was published, which should be of great value to navigators, showing as they do all the lighthouses, beacons and buoys, as well as the shoals, along the channel.

It has been decided that the set will be sold for the sum of three dollars.

I have the honour to be, sir,

Your obedient servant,

ALEXANDER ROBERTSON,

*Secretary.*

WILLIAM SMITH, Esq.,  
Deputy Minister of Marine,  
Ottawa.

HARBOUR COMMISSIONERS OF MONTREAL.

STATEMENT of General Receipts and Disbursements for the year ended 31st December, 1891.

|   |               | Revenue. | Capital. |  |  | Revenue.   | Capital. |
|---|---------------|----------|----------|--|--|------------|----------|
|   |               | \$       | cts.     |  |  | \$         | cts.     |
| <i>Balance at 31st December, 1890.—</i>   |               |          |          | <b>DISBURSEMENTS.</b>  |  |            |          |
| Deposits in Bank of Montreal and cash on hand.....  | \$ 125,885 83 |          |          | Harbour revenue, Mrs. John Young, annuity.....   |  | 600 00     |          |
| Amount due for rental of wharf tracks, &c.....  | \$2,364 13    |          |          | do        refunds of wharfage on sugar, &c., short landed in 1890 and 1891.....  |  | 466 16     |          |
| Less—Coupons and accounts unpaid.....   | \$1,003 08    |          |          | Harbour surveys, soundings and sundry surveys.....   |  | 692 18     |          |
|   |               |          |          | Harbour repairs, maintenance of wharves and roadways, (see <i>contra</i> for credit).....  |  | 49,134 61  |          |
| Value of macadamizing stone, coal, timber, lumber and trenails, in store.....   | 18,624 12     |          |          | Harbour interest, on debentures and Government demand loan, (see <i>contra</i> for credits).....   |  | 118,170 00 |          |
|   | \$145,871 00  |          |          | Harbour interest, Bank of Montreal, for paying coupons, (see <i>contra</i> for credits).....   |  | 285 90     |          |
| Securities and deposit in Montreal City and District Savings Bank, held in trust for Montreal Decayed Pilot Fund..... | 48,071 32     |          |          | Harbour expenses, taxes, lighting, heating, &c., &c. (see <i>contra</i> for credit).....   |  | 11,036 45  |          |
|   |               |          |          | Harbour administration staff salaries.....   |  | 11,030 03  |          |
| <b>RECEIPTS.</b>  |               |          |          | Electric lighting, part cost of (3 of season unpaid).....  |  | 2,217 68   |          |
| From Collector H.M. Customs, Montreal—  |               |          |          | Travelling and incidental expenses.....  |  | 193 10     |          |
| Wharfage dues on imports.....   | \$ 136,291 65 |          |          | Pilotage expenses, salary of Quebec agent, &c., (see <i>contra</i> for credit).....  |  | 660 62     |          |
| do        do exports.....   | 93,589 70     |          |          | Printing, stationery, &c., advertising, drawing materials, postage stamps, &c. (see <i>contra</i> for credit).....   |  | 2,244 43   |          |
|   |               |          |          | Legal and notarial expenses.....   |  | 300 11     |          |
| From Wharfage for local traffic.—   |               |          |          | Buoys and beacons, rent of High Rescon site at Nicolet for 1889.....   |  | 4 00       |          |
| Wharfage dues on goods inwards.....   | \$ 9,591 10   |          |          | Harbour dredging, hauling out and rebuilding of hull No. 6 spoon dredge, tearing up old wharves and cleaning out basin (see <i>contra</i> for credit)..... |  | 1,524 29   |          |
| do        do outwards.....  | 977 29        |          |          | Harbour dredging, deepening at Allan's berth and entrance to Military Basin.....   |  | 4,177 79   |          |
| Commutation of Richelieu and Ontario Navigation Co.'s wharfage dues.....  | 10,000 00     |          |          | Windmill Point Basin, dredging for enlargement of Ship channel through harbour, dredging shoal in current St. Mary, below Longueuil Ferry.....             |  | 1,475 57   |          |
| Rentals for spaces for piling lumber.....   | 1,300 00      |          |          | Harbour enlargement works, basin, dredging of Guard pier, division of harbour enlargement works, making foundation for (see <i>contra</i> for credit)..... |  | 631 37     |          |
| do        do coal.....  | 1,362 20      |          |          | Harbour dredging in connection with new wharves at Hochelaga and Maisonneuve.....  |  | 8,436 71   |          |
| do        do small offices.....   | 1,031 15      |          |          | New Hochelaga and Maisonneuve wharves, cribwork, back-filling and macadamizing.....  |  | 285 93     |          |
| do        do scales.....  | 1,000 00      |          |          | Harbour railway, carting rails for extension at Hochelaga.....   |  | 11,777 60  |          |
| do        do piling firewood.....   | 526 75        |          |          |  |  | 38,901 29  |          |
| do        do do rails.....  | 80 00         |          |          |  |  | 63,796 70  |          |
| do        do do phosphate.....  | 104 36        |          |          |  |  | 34 40      |          |
| From Canadian Pacific Railway Co., rental of wharf tracks.....  | 25,972 85     |          |          |  |  |            |          |
| From Grand Trunk Railway Co., rental of wharf tracks.....   | 2,492 50      |          |          |  |  |            |          |
|   | 812 50        |          |          |  |  |            |          |

|  |             |   |              |
|--|-------------|---|--------------|
| From Department of Railways and Canals, rental of its offices in harbour building.....                             | 1,250 00    | Harbour plant, steam launch, shaping machine, &c. (see <i>contra</i> for credit)..... | 1,245 50     |
| From Marine Department, rental of Steamboat Inspectors office in harbour building.....                             | 250 00      | Harbour plant, new spoon dredge, No. 1, additional expenditure on.....                | 19,209 56    |
| From John Lee & Co., rental of part of harbour yard.....   | 250 00      | Harbour plant, new floating shop, No. 1, additional expenditure on.....               | 2,535 69     |
| Rich. and Ont. Navigation Co., altering slips in wharf (act. harbour repairs).....                                 | 25 85       | Harbour plant, four new float scows, cost of.....                                     | 9,936 93     |
| From Bank of Montreal, interest on deposits (act. harbour interest).....   | 1,538 62    | Harbour of Montreal, macadamizing sections 36-39.....                                 | 4,985 51     |
| From estate Craig & Sons, interest on electric light plant (act. harbour interest).....                            | 100 33      | Harbour of Montreal, Denonville St. ramp, construction of.....                        | 19,324 84    |
| From one purchaser, accrued interest on \$10,000 of bonds (act. harbour interest).....                             | 49 31       | Chart account, drawing and lithographing set of ship channel charts.....              | 1,600 00     |
| For act. harbour expenses, refund of taxes (\$44.25) and old carpet sold (\$2.50).....                             | 46 75       | Montreal Decayed Pilot Fund, pensions to old pilots and widows.....                   | 4,319 21     |
| For act. printing, stationery, &c., postage on pensions, &c., (\$6.35) and pilotage documents copied (\$2.00)..... | 8 39        | Montreal Decayed Pilot Fund, for audit of fund for 1890, postage, &c.....             | 33 39        |
| From 4 pilots and 2 apprentices, fee for their licenses (act. pilotage expenses).....                              | 50 00       | Disbursements on capital account.....   | 188,496 81   |
| From City of Montreal, for dredging sewage deposit from Elgin Basin (act. harbour dredging).....                   | 1,237 50    | Disbursements on revenue account.....   | 202,737 35   |
| From City of Montreal, on account of work on guard pier, (act. harbour enlargement works).....                     | .....       | Total disbursements.....  | 391,234 16   |
| From Guilbault Bros., old floating shop sold them (act. harbour plant).....  | .....       | <i>Balance at 31st December, 1891:—</i>   |              |
| For act. harbour dredging, sundry old material sold and work performed.....  | .....       | Deposits in Bank of Montreal.....   | \$ 91,206 00 |
| From estate Craig & Sons, and Drummond-Clarkson syndicate, on account of purchase of electric light plant.....     | .....       | Cash on hand.....   | 2,098 15     |
| From sundry purchasers, for 4 per cent harbour debentures sold at par.....   | .....       | Sundry accounts due for wharf rentals, &c.....  | \$ 4,614 44  |
| For Montreal Decayed Pilot Fund, 5 per cent on pilots' earnings.....   | \$ 2,777.15 | Less—Coupons outstanding.....   | 642 50       |
| For Montreal Decayed Pilot Fund, interest on investments and on cash in Bank.....                                  | 2,589.94    | Value of stores on hand.....  | 3,971 94     |
| Balance and receipts on capital account.....   | .....       | .....   | 5,541 29     |
| Receipts on revenue account.....   | .....       | <i>Montreal Decayed Pilot Fund (held in trust for):—</i>                              | 102,817 38   |
|  |             | Montreal Harbour debentures.....  | \$42,000 00  |
|  |             | City of Montreal Consolidated Fund.....   | 5,000 00     |
|  |             | Cash in Montreal City and District Savings Bank at interest.....                      | 49,119 20    |
|  |             |   | 2,119 20     |
|  |             |   | 151,936 58   |
|  |             |   | 543,170 74   |

MONTREAL, 16th February, 1892.  
Verified—RIDDELL & COMMON, Auditors.

ALEX. ROBERTSON, Secretary.

HARBOUR COMMISSIONERS OF MONTREAL,  
SECRETARY'S OFFICE,

MONTREAL, 23rd January, 1892.

SIR,—By direction of the Harbour Commissioners of Montreal, I transmit you herewith a copy of the Harbour Master's report for the year 1891, with five comparative statements for the past ten years, and a statement showing the nationality of the vessels which arrived in the harbour during 1891, six in all.

I have the honour to be, sir,

Your obedient servant,

ALEXANDER ROBERTSON,

*Secretary.*

WILLIAM SMITH, Esq.,  
Deputy Minister of Marine,  
Ottawa.

REPORT OF THE HARBOUR MASTER OF THE PORT OF MONTREAL  
FOR THE YEAR 1891.

CAPTAIN THOMAS HOWARD, HARBOUR MASTER.

HARBOUR COMMISSIONERS OF MONTREAL,

HARBOUR MASTER'S OFFICE,

MONTREAL, 5th January, 1892.

ALEXANDER ROBERTSON, Esq.,

Secretary, Harbour Commissioners of Montreal.

SIR,—For the information of the Board of Harbour Commissioners I beg to submit the following as my annual report for the year 1891, with comparative statements showing the number, tonnage, classification, nationality, greatest number of vessels in port at one time, number and tonnage of sea-going vessels consigned to the different agents, with statements showing the number and tonnage of inland vessels and the greatest number in port at one time during the past ten years.

Seven hundred and twenty-five (725) sea-going vessels arrived in the harbour during the season of the aggregate tonnage of 938,657 tons; of this tonnage 60,694 tons passed into the canal as against 69,816 in 1890, showing a decrease of 9,122 tons in tonnage into the canal, but an increase of 17,447 tons into the harbour from sea, as compared with the year 1890. Of these vessels 620 were built of iron of an aggregate tonnage of 898,962 tons, and 105 of wood of an aggregate tonnage of 39,695 tons. Of inland vessels there arrived in port 5,268 of an aggregate tonnage of 1,119,484 tons, showing an increase of 106 vessels and in tonnage 152,525 tons; and a total of 5,993 vessels of all classes, and 2,058,141 tons in tonnage, showing an increase of tonnage of vessels of all classes of 160,850 tons. Some of the principal items of exports and imports during the season were:

EXPORTS.

*Lumber.*—There were shipped to the United Kingdom 108,636,320 feet, showing a decrease of 70,670,540 feet from the previous year. Of this lumber 103,781,486 feet were shipped from the harbour and 4,854,834 feet from the canal. This great decrease is in a great measure due to the scarcity of tonnage in the fall, and the continuance of political troubles in South America has for the present stopped the shipment of lumber to that country.

*Phosphate.*—There were shipped 14,735 tons, showing a decrease of 8,853 tons, as compared with 1890.

*Grain.*—There were shipped 6,136,996 bushels of wheat; 2,194,811 of corn; 2,000,468 of peas; 778,920 of oats; 814,382 of barley; 2,253,460 of rye; making a total of 14,179,037 bushels, and an increase of 5,369,098 bushels over the previous year.

*Flour.*—There were shipped in bags and barrels equal to 722,388 barrels, showing an increase of 275,257 barrels over the previous year.

*Cheese.*—There were shipped 1,349,993 boxes, showing a decrease of 19,375 boxes.

*Apples.*—There were shipped 306,935 barrels, showing an increase of 146,341 barrels over the previous year.

*Cattle and Sheep.*—Cattle shipped, 108,947 head and 32,157 sheep, showing a decrease of 10,631 head of cattle and a decrease of 10,978 sheep.

## IMPORTS.

*Coal.*—We had from Great Britain 18,713 tons, showing an increase of 1,834 tons; from the United States 184,421 tons, showing an increase of 2,810 tons; making a total of 203,134 tons. From the Maritime Provinces 504,552 tons, showing an increase of 59,102 tons; and a grand total of 707,686 tons, and an increase over the previous year of 53,746 tons; of this coal 581,842 tons were discharged in the harbour and 125,844 tons in the canal.

*Cement.*—We had 134,331 barrels, showing an increase of 59,102 barrels over the previous year.

*Scrap Iron.*—We had discharged in the harbour 16,153 tons, showing a decrease of 11,847 tons from the previous year.

## HARBOUR IMPROVEMENTS.

The extension of the wharves at Hochelaga was well pushed forward during the season. The new ramp is a great accommodation to those engaged in the coal trade. The wharves and roads were kept in good repair during the season.

THOMAS HOWARD,

*Harbour Master.*

Certified,

ALEXANDER ROBERTSON,

*Secretary.*

## WEATHER REPORT.

*January.*

1st.—East wind; temp. 4 above zero; good ice and good roads. 7 p.m., rain; temp. 38 above; great change in weather.

2nd.—Rain this morning; south wind; temp. 40 above.

3rd.—Delightful morning; north-west wind; temp. 7 a.m., 8 above zero.

4th.—Fine weather; east wind; temp. zero.

5th.—East wind; temp. 10 above.

6th.—Snow this morning; north wind; temp. 17 above.

7th.—Fine morning; north wind; temp. 23 above.

8th.—North-west wind; temp. 10 above; delightful weather.

9th.—West wind; temp. 10 above; fine.

10th.—West wind; temp. 20 above; overcast.

11th.—Temp. 20 above; west wind. 4 p.m., snow storm.

12th.—North-west wind; temp. 30; snow and rain. 9 p.m., temp. 10 above zero.

13th.—North-west wind; temp. zero; blowing fresh. 8 p.m., 3 below zero.

14th.—East wind; snowing; 8 a.m., temp. 7 below zero.

15th.—Fine morning; south-west wind; 8 a.m., temp. 4 below zero.

16th.—Fine and clear; east wind; temp., 8 a.m., 7 below zero.

17th.—East wind; temp., 8 a.m., 12 below; clear weather.

18th.—Fine day; temp. 20 above; west wind.

19th.—East wind; temp. 16 above.

20th.—East wind; temp. 16 above; fine day.

21st.—Fine weather; temp. 17 above.

22nd.—Snow and rain; temp. 26 above.

23rd.—Fine morning; temp. 30 above.

24th.—Fine weather; temp. 31 above; west wind.

25th.—Temp. 32 above; south wind.

26th.—Snowing; temp. 20 above; west wind.

27th.—West wind; temp. 18 above.

28th.—Raining; temp. 15; south wind.

29th.—Cloudy weather; temp. 30; west wind.

30th.—Weather fine; temp. 25; south-east wind.

31st.—Fine day; temp. 20; east wind.

*February.*

- 1st.—Mild and snowing; temp. 30; east wind.  
 2nd.—Fine and cold; temp. 10 above; west wind.  
 3rd.—Rain all day; temp. 30; west wind.  
 4th.—Cold; temp. 6 below; west wind.  
 5th.—Very cold; snow in the afternoon; temp. 14 below; west wind.  
 6th.—Rain and snow; temp. 8 above; west wind.  
 7th.—Fine weather; temp. 20 above; snowing; west wind.  
 8th.—Snow all day; temp. 15 above; east wind.  
 9th.—Cloudy weather; temp. 15 above; east wind.  
 10th.—Thawing to-day; temp. 35; west wind.  
 11th.—Fine weather; temp. 15; west wind.  
 12th.—Temp. 20 above; north-east wind.  
 13th.—Fine weather; temp. 18 above; east wind.  
 14th.—Cold morning; 6 below; north-east wind.  
 15th.—Fine weather; temp. 18; west wind.  
 16th.—Rain; temp. 40; west wind.  
 17th.—Fine morning; temp. 15 above zero; north-east wind.  
 18th.—Temp. 32 above; west wind.  
 19th.—Fine weather; temp. 12 above; west wind.  
 20th.—North-east wind; temp. 15 above.  
 21st.—Rain; temp. 32; south wind.  
 22nd.—Fine clear morning; west wind; temp. 27 above.  
 23rd.—Temp. 12 above; fine weather.  
 24th.—South-west wind; temp. 30 above; fine.  
 25th.—Rain; south-west wind; temp. 42.  
 26th.—Fine weather; temp. 14 above; south wind.  
 27th.—Temp. 20 above; north wind; fine day.  
 28th.—South wind; temp. 19 above; fine.

*March.*

- 1st.—Temp. 6 above; north wind.  
 2nd.—North wind; temp. 7 above.  
 3rd.—East wind; temp. 9 above; fine morning.  
 4th.—Temp. 24 above; snow storm; south-east wind.  
 5th.—Temp. 29 above; north-west wind; fine morning; great quantity of snow.  
 6th.—Fine morning; north-west wind; temp. 20 above.  
 7th.—East wind; temp. 15 above; fine clear morning.  
 8th.—Temp. 27 above; west wind.  
 9th.—Rain all day; south-west wind; temp. 35 above.  
 10th.—Fine clear morning; west wind; temp. 20 above.  
 11th.—South-west wind; temp. 38; fine morning.  
 12th.—South-west wind; temp. 40; rain this morning.  
 13th.—South-east wind; temp. 41; dark and rain.  
 14th.—West wind blowing a gale; temp. 28 above; snow during the night.  
 15th.—Fine day; west wind; temp. 18 above.  
 16th.—West wind; temp. 26 above.  
 17th.—Fine clear morning; west wind; temp. 10 above.  
 18th.—South-west wind; temp. 28 above; snowing.  
 19th.—East wind; temp. 8 above; clear and cold; splendid sleighing.  
 20th.—East wind; fine morning; temp. 10 above.  
 21st.—East wind; temp. 28 above; fine.

- 22nd.—Fine day; west wind; temp. 40.  
 23rd.—West wind; temp. 45.  
 24th.—West wind; temp. 40; snow going fast; sleighing bad.  
 25th.—Fine day; east wind; temp. 28.  
 26th.—East wind; temp. 20.  
 27th.—Fine and sunshine; north-east wind; temp. 32 above.  
 28th.—East wind; temp. 30; fine morning.  
 29th.—Fine and sunshine; west wind; temp. 29.  
 30th.—East wind; temp. 30; fine.  
 31st.—Temp. 30; fine weather; east wind.

*April.*

- 1st.—Fine and sunshine; temp. 30; north-east wind.  
 2nd.—Dark morning; south-west wind; temp. 34; ice breaking up in the harbour; river clear at Sorel.  
 3rd.—South-east wind; temp. 40; snow and rain at 2 p.m.; snow storm. At 5 p.m. water rose and ice moved in the harbour; water, 30 feet 6 inches.  
 4th.—Temp. 35; north wind; clearing up.  
 5th.—Cold west wind; temp. 25 at 7 a.m.  
 6th.—West wind; temp. 28.  
 7th.—Temp. 40; north-west wind.  
 8th.—Temp. 27; north wind.  
 9th.—Temp. 40; fine and clear.  
 10th.—North-east wind; temp. 40; at 1 p.m. ice shoved in the harbour; water 33 feet 7 inches.  
 11th.—South-west wind; temp. 45; rain.  
 12th.—Temp. 45; rain during the day.  
 13th.—Ice cleared in the harbour last night in front of the city; temp. 46.  
 14th.—Temp. 45; east wind; water going down.  
 15th.—Rain; cold east wind; temp. 37; water clear of docks.  
 16th.—North-west wind; temp. 40.  
 17th.—Fine and bright morning; west wind; temp. 50.  
 18th.—West wind; temp. 50; steamer "La-prairie" arrived this morning from Boucherville; first arrival; raining.  
 19th.—West wind; temp. 60; very fine.  
 20th.—East wind; temp. 45.  
 21st.—Fine day; temp. 45.  
 22nd.—Temp. 50; east wind.  
 23rd.—Temp. 40; north-east wind; ice moved at Cap Rouge at — a.m.; s.s. "Polino" left for lower provinces this morning.  
 24th.—Temp. 40; fine day; north-east wind.  
 25th.—Snow this morning; temp. 45; steamer "Canada First," R. & O. N. Co., boat for Quebec.  
 26th.—North-west wind; temp. 40.  
 27th.—South wind; temp. 56; at 3.30 p.m., s.s. "Charrington" arrived; first arrival from sea this season.  
 27th.—Lachine Canal opened for navigation; west wind; temp. 38.  
 28th.—West wind; temp. 35; steamer "Fillingate" arrived, 10 a.m.; first boat down the Lachine Rapids.  
 30th.—Temp. 50; west wind; 5 p.m., first raft of the season from Garden Island passed down.

*May.*

- 1st.—Temp. 50; south-west wind; fine clear morning.  
 2nd.—West wind; temp. 50.  
 3rd.—Rain this morning; temp. 50; west wind.  
 4th.—West wind; temp. 48; rain.  
 5th.—Frost last night; north-west wind.  
 6th.—Temp. 45; north-west wind.  
 7th.—Fine and clear; temp. 45; north wind.

8th.—Dark morning; temp. 50; north-west wind.  
 9th.—Temp. 50; south wind.  
 10th.—West wind; temp. 82; west wind.  
 11th.—East wind; temp. 48; dark morning.  
 12th.—Temp. 50; east wind.  
 13th.—East wind; temp. 50; fine morning.  
 14th.—Temp. 50; east wind.  
 15th.—East wind; temp. 50.  
 16th.—South wind; temp. 60; rain this morning.  
 17th.—Frost last night; temp. at 10 a.m., 45.  
 18th.—West wind; temp. 50.  
 19th.—Temp. 50; west wind.  
 20th.—Temp. 50; west wind.  
 21st.—Dark morning; temp. 60; west wind.  
 22nd.—Temp. 60; east wind; blowing hard.  
 23rd.—North-east wind; temp. 45.  
 24th.—Frost last night; temp. 50 at noon; fine day.  
 25th.—West wind; temp. 55.  
 26th.—Rain last night; north-east wind; temp. 47.  
 27th.—North-east wind; temp. at 9 a.m., 44; frost last night.  
 28th.—South-west wind; temp. 60.  
 29th.—Fine morning; temp. 60; south-west wind.  
 30th.—Temp. 66; south-west wind.  
 31st.—West wind; temp. 70.

*June.*

1st.—Temp. 70; south wind.  
 2nd.—North-east wind; temp. 55.  
 3rd.—East wind; temp. 53; rain.  
 4th.—North-east wind; temp. 50.  
 5th.—West wind; temp. 55.  
 6th.—East wind; temp. 55.  
 7th.—West wind; temp. 65.  
 8th.—West wind; temp. 65.  
 9th.—West wind; temp. 68; smoke on the river.  
 10th.—South-west wind; temp. 80.  
 11th.—Temp. 80; west wind; 5 p.m., rain storm.  
 12th.—West wind; temp. 70.  
 13th.—Temp. 70; west wind.  
 14th.—Temp. 70; west wind.  
 15th.—North-west wind; temp. 75.  
 16th.—West wind; temp. 75; at 2 p.m., temp. 88; rain storm.  
 16th.—Temp. 68; east wind.  
 17th.—Temp. 68; east wind.  
 18th.—East wind; temp. 68.  
 19th.—Temp. 70; west wind.  
 20th.—Temp. 70; south-west wind.  
 21st.—South-west wind; temp. at noon, 90.  
 22nd.—Rain this morning; temp. 73; south wind.  
 23rd.—Temp. 75; west wind.  
 24th.—North-west wind; temp. 63.  
 25th.—Temp. 70; south-west wind.  
 26th.—North-west wind; temp. 70.  
 27th.—East wind; temp. 65.  
 28th.—Temp. 75; east wind.  
 29th.—East wind; temp. 70.  
 30th.—Fine weather; temp. 70; east wind.

*July.*

1st.—Temp. 70; south wind.  
 2nd.—Rain all day; temp. 70; south-west wind.  
 3rd.—Temp. 65; south-west wind.  
 4th.—Rain this morning; temp. 65; south-west wind.  
 5th.—Temp. 60; south-west wind.  
 6th.—Temp. 55; showers during the night; south-west wind.

7th.—Temp. 65; west wind.  
 8th.—North-west wind; temp. 65; rain last night.  
 9th.—East wind; temp. 75.  
 10th.—South-west wind; temp. 75.  
 11th.—North-west wind; temp. 70.  
 12th.—Temp. 80; west wind.  
 13th.—West wind; temp. at 4 p.m., 86 in the shade.  
 14th.—South wind; showers this morning; temp. 80.  
 15th.—Rain this morning; temp. 82; south-west wind.  
 16th.—Temp. 70; west wind; fine weather.  
 17th.—West wind; temp. 69.  
 18th.—Temp. 80; west wind.  
 19th.—Rain all night; temp. 75; west wind.  
 20th.—South-west wind; temp. 62.  
 21st.—Temp. 64; west wind.  
 22nd.—Temp. 70; south-west wind.  
 23rd.—Temp. 75; south-west wind.  
 24th.—Rain this morning; temp. 65.  
 25th.—Temp. 65; south-west wind.  
 26th.—Temp. 65; north wind.  
 27th.—Temp. 62; west wind.  
 28th.—Temp. 60; west wind.  
 29th.—Rain all afternoon; temp. 70.  
 30th.—South-west wind; temp. 70.  
 31st.—West wind; temp. 52.

*August.*

1st.—South wind; temp. 65.  
 2nd.—Temp. 66; north-west wind.  
 3rd.—Temp. 70; north-west wind.  
 4th.—Temp. 65; east wind.  
 5th.—West wind; temp. 70.  
 6th.—Temp. 75; west wind.  
 7th.—West wind; temp. 75.  
 8th.—South wind; temp. 75.  
 9th.—Temp. 80; west wind.  
 10th.—West wind; temp. 80.  
 11th.—Temp. 80 to 92; rain all night.  
 12th.—North-west wind; temp. 76.  
 13th.—Rain last night; temp. 70.  
 14th.—North-west wind; temp. 70.  
 15th.—South-east wind; temp. 70.  
 16th.—Temp. 70; west wind; fine weather.  
 17th.—West wind; temp. 69.  
 18th.—Temp. 80; west wind.  
 19th.—Rain all night; temp. 65; west wind.  
 20th.—South-west wind; temp. 70.  
 21st.—Temp. 64; west wind.  
 22nd.—Temp. 70; south-west wind.  
 23rd.—Temp. 75; south-west wind.  
 24th.—Rain this morning; temp. 65.  
 25th.—Temp. 65; south-west wind.  
 26th.—Temp. 65; north wind.  
 27th.—Temp. 62; west wind.  
 28th.—Temp. 73; west wind.  
 29th.—South-west wind; temp. 55.  
 30th.—Rain all afternoon; temp. 70; west wind.  
 31st.—West wind; temp. 63.

*September.*

1st.—At 7 a.m., rain storm; 9 a.m., fine; temp. 65; west wind.  
 2nd.—Temp. 65; west wind; fine.  
 3rd.—South-west wind; temp. 70.  
 4th.—Rain; temp. 70; north-west wind.  
 5th.—East wind; temp. 58.  
 6th.—South-west wind; temp. 65.  
 7th.—North-east wind; temp. 65.  
 8th.—Temp. 60; north wind.  
 9th.—Temp. 49; west wind.  
 10th.—Temp. 65; west wind.  
 11th.—West wind; temp. 65.



12th.—Temp. 66; west wind.  
 13th.—Temp. 72; west wind.  
 14th.—North-west wind; temp. 72.  
 15th.—Temp. 50; north-west wind.  
 16th.—North-west wind; temp. 60.  
 17th.—South-west wind; temp. 70.  
 18th.—Temp. 74; west wind.  
 19th.—Temp. 60; west wind.  
 20th.—Temp. 70; west wind.  
 21st.—South-west wind; temp. 65.  
 22nd.—East wind; temp. 60.  
 23rd.—Temp. 70; north-west wind.  
 24th.—West wind; temp. 70 to 80.  
 25th.—Temp. 80; west wind.  
 26th.—North-west wind; temp. 70.  
 27th.—West wind; temp. 75.  
 28th.—South-west wind; temp. 70.  
 29th.—West wind; temp. 75.  
 30th.—North wind; temp. 48.

*October.*

1st.—Temp. 51; west wind.  
 2nd.—West wind; temp. 60; fine weather.  
 3rd.—West wind; temp. 66.  
 4th.—West wind; temp. 75; at 3 p.m., temp. 82.  
 5th.—Temp. 63; west wind.  
 6th.—North-west wind; temp. 45.  
 7th.—Rain; north-east wind; temp. 45.  
 8th.—Temp. 45; frost last night.  
 9th.—Frost last night; temp. 50 at 8 a.m.  
 10th.—West wind; temp. 55.  
 11th.—Frost last night; north wind; temp. 40;  
 snow this morning.  
 12th.—Frost; temp. this morning, 44; north  
 wind.  
 13th.—Temp. 40; north-east wind.  
 14th.—Rain; temp. 50; south-west wind.  
 15th.—Temp. 55; south wind.  
 16th.—North-west wind; temp. 55.  
 17th.—Temp. 45; north-west wind.  
 18th.—Temp. 55; west wind.  
 19th.—Temp. 45; west wind.  
 20th.—Temp. 44; east wind; rain storm.  
 21st.—West wind; temp. 48.  
 22nd.—Temp. 45; west wind.  
 23rd.—Frost last night; temp. 40.  
 24th.—North-west wind; temp. 42.  
 25th.—Temp. 30; frost last night; west wind.  
 26th.—South wind; temp. 45.  
 27th.—North-west wind; temp. 45; rain.  
 28th.—Frost last night; temp. 30; north wind.  
 29th.—West wind; temp. 37.  
 30th.—Frost last night at 9 a.m.; temp. 40 at  
 10 p.m.; thunderstorm.  
 31st.—West wind; temp. 50.

*November.*

1st.—Rain this morning; west wind; temp. 40.  
 2nd.—Frost last night; temp. 35.  
 3rd.—North-west wind; temp. 32.  
 4th.—Temp. 30; west wind.  
 5th.—East wind; temp. 30.  
 6th.—Temp. 30; east wind.  
 7th.—Temp. 28; east wind.  
 8th.—West wind; temp. 50.  
 9th.—South wind; temp. 37.  
 10th.—West wind; temp. 47.

11th.—Rain; south-west wind; temp. 55.  
 12th.—Temp. 48; south-west wind.  
 13th.—West wind; temp. 48.  
 14th.—North-west wind; temp. 35.  
 15th.—Temp. 32; west wind.  
 16th.—South-west wind; temp. 42.  
 17th.—Rain last night; temp. 55; south wind.  
 18th.—North wind; temp. 28.  
 19th.—Temp. 27; south-west wind.  
 20th.—Temp. 25; south wind.  
 21st.—Temp. 44; south-west wind.  
 22nd.—Temp. 50; south-west wind; rain.  
 23rd.—Temp. 52; south-west wind.  
 24th.—Rain all night; temp. 45.  
 25th.—Temp. 38; south-west wind; snowing.  
 26th.—Temp. 27; s.s. "Greetlands" left port  
 this morning—last sea-going vessel of the season.  
 27th.—Temp. 42; west wind.  
 28th.—North-east wind; temp. 20; snow last  
 night.  
 30th.—Temp. at 8 a.m., 8 above zero.

*December.*

1st.—West wind; temp. 30 above.  
 2nd.—West wind; temp. 34.  
 3rd.—Temp. 40; west wind.  
 4th.—South-west wind; temp. 42.  
 5th.—Temp. 42; west wind.  
 6th.—South-west wind; temp. 30.  
 7th.—Temp. 30; west wind.  
 8th.—Snow all gone; west wind; temp. 38.  
 9th.—West wind; temp. 36.  
 10th.—Temp. 30; west wind.  
 11th.—Temp. 38; west wind.  
 12th.—South-west wind; temp. 40.  
 13th.—West wind; temp. 40.  
 14th.—North-west wind; temp. 35.  
 15th.—East wind; temp. 22 at 2 p.m.; snow  
 storm.  
 16th.—Temp. 26; snow and rain; sleighing  
 this morning.  
 17th.—Temp. at 8 a.m., 4 below zero; good  
 sleighing; steamer "Hochelaga" went to winter  
 quarters; close of navigation.  
 18th.—Temp. 10 above zero; west wind.  
 19th.—Temp. 30; fine day.  
 20th.—Fine morning; temp. 25; east wind.  
 21st.—Temp. 25; east wind.  
 22nd.—West wind; temp. 33; dark morning.  
 23rd.—Dark morning; west wind; temp. 45;  
 sleighing all gone; rain this morning.  
 24th.—Temp. 32; dark and foggy; west wind.  
 25th.—Xmas day: east wind; temp. 36; dark  
 weather.  
 26th.—South-west wind; temp. 45; rain.  
 27th.—Fine clear morning; temp. 30; west  
 wind.  
 28th.—North-east wind; temp. 15; clear morn-  
 ing.  
 29th.—South-west wind; temp. 33; blowing  
 hard.  
 30th.—West wind; dark morning; temp. 36;  
 blowing hard at 2 p.m.; much colder.  
 31st.—North-west wind; temp. at 7 a.m., zero;  
 fine, clear and sunshiny morning; no appearance  
 of snow; roads as dry as in midsummer; no ice on  
 the river.

(Signed)

THOMAS HOWARD,

*Harbour Master.*

Certified,

ALEXANDER ROBERTSON,

*Secretary.*

## PORT OF MONTREAL.

STATEMENT showing the Nationality and Tonnage of Sea-going Vessels that arrived in port during the season of 1891 that were navigated by 23,907 seamen.

| Nationality.   | Number<br>of<br>Vessels. | Tonnage. |
|----------------|--------------------------|----------|
| British.....   | 684                      | 887,092  |
| Norwegian..... | 5                        | 4,814    |
| German.....    | 20                       | 31,409   |
| American.....  | 11                       | 6,445    |
| French.....    | 1                        | 900      |
| Dutch.....     | 2                        | 2,834    |
| Italian.....   | 1                        | 872      |
| Spanish.....   | 1                        | 1,291    |
| Total.....     | 725                      | 938,657  |

THOMAS HOWARD,  
*Harbour Master.*

## PORT OF MONTREAL.

COMPARATIVE STATEMENT showing the Number and Tonnage of Inland Vessels that arrived in port the past ten years, with the greatest number in port at one time.

| Years.    | Number<br>of<br>Vessels. | Tonnage.  | Greatest number in Port<br>at one time. |          |
|-----------|--------------------------|-----------|---|----------|
| 1882..... | 5,947                    | 848,780   | 190                                     | Sept. 29 |
| 1883..... | 5,477                    | 764,721   | 174                                     | do 5     |
| 1884..... | 4,808                    | 726,015   | 161                                     | July 9   |
| 1885..... | 5,003                    | 724,975   | 142                                     | Oct. 1   |
| 1886..... | 5,521                    | 809,819   | 178                                     | Aug. 25  |
| 1887..... | 5,367                    | 791,452   | 189                                     | May 31   |
| 1888..... | 5,500                    | 863,014   | 163                                     | Aug. 14  |
| 1889..... | 5,847                    | 1,069,709 | 187                                     | do 15    |
| 1890..... | 5,162                    | 966,959   | 167                                     | Oct. 20  |
| 1891..... | 5,268                    | 1,119,484 | 151                                     | Sept. 7  |

THOMAS HOWARD,  
*Harbour Master.*

## PORT OF MONTREAL.

COMPARATIVE STATEMENT showing the dates of the Opening and Closing of Navigation, first arrival from sea, and last departure for sea, the past ten years.

| Years.     | Opening<br>of<br>Navigation. | Closing<br>of<br>Navigation. | First Arrival<br>from Sea. | Last Departure<br>for Sea. |
|------------|------------------------------|------------------------------|----------------------------|----------------------------|
| 1882. .... | April 11. ....               | Dec. 9. ....                 | May 6. ....                | Nov. 21.                   |
| 1883. .... | do 27. ....                  | do 16. ....                  | do 5. ....                 | do 20.                     |
| 1884. .... | do 22. ....                  | do 18. ....                  | do 2. ....                 | do 20.                     |
| 1885. .... | May 5. ....                  | do 7. ....                   | do 8. ....                 | do 20.                     |
| 1886. .... | April 24. ....               | do 4. ....                   | April 30. ....             | do 25.                     |
| 1887. .... | May 1. ....                  | do 23. ....                  | May 3. ....                | do 28.                     |
| 1888. .... | April 29. ....               | do 14. ....                  | do 4. ....                 | do 22.                     |
| 1889. .... | do 14. ....                  | do 29. ....                  | April 27. ....             | do 23.                     |
| 1890. .... | do 14. ....                  | do 3. ....                   | do 30. ....                | do 24.                     |
| 1891. .... | do 17. ....                  | do 17. ....                  | do 27. ....                | do 21.                     |

THOMAS HOWARD,  
*Harbour Master.*

## PORT OF MONTREAL.

COMPARATIVE STATEMENT showing the Number, Tonnage and Classification of Sea-going Vessels that arrived in port from the Maritime Provinces the past ten years.

| Years.     | Steamships. | Tonnage. | Ships. | Tonnage. | Barques. | Tonnage. | Brigs. | Tonnage. | Brigantines. | Tonnage. | Schooners. | Tonnage. | Total Vessels. | Total Tonnage. |
|------------|-------------|----------|--------|----------|----------|----------|--------|----------|--------------|----------|------------|----------|----------------|----------------|
| 1882. .... | 168         | 136,036  | ...    | ...      | 25       | 15,574   | ...    | ...      | 13           | 2,364    | 54         | 5,993    | 260            | 159,967        |
| 1883. .... | 191         | 164,982  | ...    | ...      | 11       | 8,066    | 1      | 307      | 6            | 1,015    | 54         | 5,620    | 263            | 179,990        |
| 1884. .... | 161         | 124,377  | ...    | ...      | 8        | 5,031    | ...    | ...      | 1            | 456      | 40         | 3,825    | 210            | 133,689        |
| 1885. .... | 142         | 117,436  | ...    | ...      | 18       | 11,997   | ...    | ...      | 10           | 2,307    | 47         | 4,814    | 217            | 133,554        |
| 1886. .... | 175         | 150,784  | ...    | ...      | 4        | 2,535    | 3      | 794      | 2            | 466      | 41         | 2,902    | 225            | 157,481        |
| 1887. .... | 224         | 194,028  | 2      | 2,389    | 11       | 8,676    | 1      | 313      | 2            | 342      | 36         | 3,139    | 276            | 208,882        |
| 1888. .... | 213         | 195,598  | 1      | 1,199    | 4        | 3,079    | ...    | ...      | 3            | 701      | 35         | 3,375    | 256            | 203,952        |
| 1889. .... | 184         | 173,076  | ...    | ...      | 1        | 998      | ...    | ...      | 3            | 441      | 52         | 4,668    | 240            | 179,183        |
| 1890. .... | 252         | 235,722  | ...    | ...      | ...      | ...      | ...    | ...      | 1            | 170      | 42         | 3,714    | 295            | 239,606        |
| 1891. .... | 272         | 261,702  | ...    | ...      | 2        | 1,462    | ...    | ...      | 2            | 520      | 29         | 3,067    | 305            | 266,751        |

THOMAS HOWARD,  
*Harbour Master.*

## PORT OF MONTREAL.

NUMBER and Tonnage of Sea-going Vessels that were consigned to the following merchants during the season of 1891.

| No. | Name.                                    | Steam. | Tonnage. | Sail. | Tonnage. | Total Vessels. | Total Tonnage. |
|-----|--|--------|----------|-------|----------|----------------|----------------|
| 1   | H. & A. Allan.....                       | 82     | 191,168  |       |          | 82             | 191,168        |
| 2   | R. Reford & Co.....                      | 63     | 110,312  |       |          | 63             | 110,312        |
| 3   | D. Torrance & Co.....                    | 45     | 102,767  |       |          | 45             | 102,767        |
| 4   | Canada Shipping Co.....                  | 30     | 72,891   |       |          | 30             | 72,891         |
| 5   | Kingman, Brown & Co.....                 | 69     | 69,374   | 1     | 1,132    | 70             | 70,506         |
| 6   | McLean, Kennedy & Co.....                | 23     | 36,776   | 5     | 1,683    | 28             | 38,459         |
| 7   | F. C. Henshaw.....                       | 33     | 36,093   |       |          | 33             | 36,093         |
| 8   | Hy. Dobell & Co.....                     | 44     | 34,479   |       |          | 44             | 34,479         |
| 9   | Munderloh & Co.....                      | 20     | 34,409   |       |          | 20             | 34,409         |
| 10  | Harling, Ronald & Co.....                | 17     | 28,556   | 3     | 4,400    | 20             | 32,956         |
| 11  | J. & R. McLea.....                       | 29     | 31,038   |       |          | 29             | 31,038         |
| 12  | Anderson, McKenzie & Co.....             | 18     | 20,465   | 11    | 7,001    | 29             | 27,466         |
| 13  | Carbray, Routh & Co.....                 | 25     | 26,516   | 1     | 872      | 26             | 27,388         |
| 14  | J. G. Sidey.....                         | 14     | 20,272   |       |          | 14             | 20,272         |
| 15  | Intercolonial Coal Co.....               | 15     | 15,390   |       |          | 15             | 15,390         |
| 16  | Thos. Fraser & Co.....                   | 30     | 8,851    | 4     | 568      | 34             | 9,419          |
| 17  | David Shaw.....                          | 4      | 7,020    |       |          | 4              | 7,020          |
| 18  | Masters.....                             | 6      | 1,853    | 2     | 1,644    | 8              | 3,497          |
| 19  | C. A. Boucher.....                       |        |          | 23    | 2,720    | 23             | 2,720          |
| 20  | Imperial Government.....                 | 1      | 2,120    |       |          | 1              | 2,120          |
|     | 6 others, less than 2,000 tons each..... | 3      | 3,710    | 13    | 3,883    | 16             | 7,593          |
|     | *16 others, from canal.....              | 60     | 48,983   | 31    | 11,711   | 91             | 60,694         |
|     | Totals.....                              | 631    | 903,043  | 94    | 35,614   | 725            | 938,657        |

\* This tonnage, 60,694 tons, passed into the canal and returned to the harbour. This has been kept for the purpose of checking tonnage dues, which is now abolished.

THOMAS HOWARD,  
*Harbour Master.*

## PORT OF MONTREAL.

COMPARATIVE STATEMENT showing the Number, Tonnage and Classification of Sea-going Vessels that arrived in port the past ten years, with the dates of the greatest number in port at one time each year.

| Years. | Steamships. | Tonnage. | Ships. | Tonnage. | Barques. | Tonnage. | Brigs. | Tonnage. | Brigantines. | Tonnage. | Schooners. | Tonnage. | Total Number of Vessels. | Total Tonnage. | Greatest Number in Port at one time. |
|--------|-------------|----------|--------|----------|----------|----------|--------|----------|--------------|----------|------------|----------|--------------------------|----------------|--------------------------------------|
| 1882   | 379         | 475,679  | 4      | 4,330    | 93       | 51,195   | 10     | 2,702    | 57           | 7,182    | 125        | 13,604   | 648                      | 554,692        | Aug. 21 53                           |
| 1883   | 464         | 605,805  | 3      | 3,356    | 70       | 38,547   | 7      | 2,417    | 15           | 3,012    | 101        | 11,126   | 660                      | 664,263        | June 27 38                           |
| 1884   | 444         | 585,397  | 2      | 2,218    | 83       | 49,047   | 3      | 1,036    | 13           | 2,996    | 81         | 8,679    | 626                      | 649,374        | Aug. 13 44                           |
| 1885   | 441         | 619,647  | 2      | 2,792    | 76       | 45,560   | 1      | 338      | 23           | 6,141    | 86         | 9,376    | 629                      | 683,854        | July 15 43                           |
| 1886   | 532         | 736,648  | 11     | 13,475   | 68       | 47,233   | 10     | 3,061    | 7            | 1,850    | 75         | 7,432    | 703                      | 809,699        | Aug. 18 44                           |
| 1887   | 600         | 807,491  | 7      | 8,648    | 68       | 43,275   | 2      | 1,118    | 7            | 2,031    | 82         | 8,194    | 767                      | 807,773        | July 21 37                           |
| 1888   | 532         | 742,276  | 7      | 9,634    | 32       | 20,218   |        |          | 10           | 2,631    | 74         | 7,714    | 655                      | 782,473        | June 27 36                           |
| 1889   | 522         | 763,783  | 8      | 11,923   | 49       | 33,982   | 4      | 1,239    | 11           | 2,356    | 101        | 9,882    | 695                      | 823,165        | Aug. 14 39                           |
| 1890   | 624         | 889,189  | 9      | 13,127   | 33       | 19,442   | 2      | 590      | 8            | 1,323    | 70         | 6,671    | 746                      | 930,332        | Sept. 3 37                           |
| 1891   | 631         | 903,043  | 11     | 16,113   | 15       | 11,054   | 1      | 149      | 9            | 2,127    | 58         | 6,171    | 725                      | 938,657        | Aug. 19 46                           |

THOMAS HOWARD,  
*Harbour Master.*

HARBOUR COMMISSIONERS OF MONTREAL,  
SECRETARY'S OFFICE,  
MONTREAL, 5th April, 1892.

SIR,—I beg to transmit you herewith a copy of the Harbour Commissioners' chief engineer's report on the works for the improvement and maintenance of the harbour of Montreal, for the year 1891.

I have the honour to be, sir,

Your obedient servant.

ALEXANDER ROBERTSON,  
*Secretary.*

WILLIAM SMTH, Esq.,  
Deputy Minister of Marine,  
Ottawa.

## REPORT ON THE WORKS FOR THE IMPROVEMENT AND MAINTENANCE OF THE HARBOUR OF MONTREAL FOR THE YEAR 1891.

(JOHN KENNEDY, M. INST. C. E., Chief Engineer.)

HARBOUR COMMISSIONERS OF MONTREAL,  
CHIEF ENGINEER'S OFFICE,  
MONTREAL, 5th March, 1892.

DEAR SIR,—I beg to submit for the information of the Board of Harbour Commissioners the following report upon the works in the harbour of Montreal, for the year ended 31st December, 1891.

### NEW WORKS.

*Section 45 and 46 (Maisonneuve).*—The construction of the new pier which was commenced in 1889 was practically finished last autumn. Last summer there was added 286 lineal feet of cribwork below water level on the downstream side of the pier, and 900 lineal feet above water, mainly on the outer end and downstream side. The earth filling and macadamizing of the pier were completed, and the shore filling was also completed as far as at present needed.

The dredging of a basin, on the upper side of the pier, 200 feet wide and  $27\frac{1}{2}$  feet in depth at low water, was finished, and a basin on the lower side, of irregular shape and of the same depth, was so far dredged as to be ready for use. The quantity dredged in the two basins last summer is 155,932 cubic yards.

The new pier is 641 feet in length on the upstream side and 480 feet on the lower side with a breadth of 180 feet. The total frontage for vessels at the pier and adjoining short pieces of shore wharf is 1,550 lineal feet.

*Sections 42 and 43 (Hochelaga).*—Work was resumed early in the spring for the extension of the shore wharf and a length of 365 feet was added to the cribwork under water, and 700 lineal feet to the superstructure. The earth filling behind was also made up to finished level and carried back to connect with the filling made in former years.

This addition to the wharf extends it to the point where the proposed second pier is to commence and completes the shore wharf as far as at present ordered.

A sufficient area in front of the wharf was dredged away to give access to the wharf for vessels, but a good deal yet remains to be done to clear it entirely away to deep water in the ship channel. Quantity dredged in 1891, 45,855 cubic yards.

The aggregate expenditures on the new work at sections 41 to 43 Hochelaga and 44 to 46 (Maisonneuve) during 1891 and from the commencement are \$102,697.99 and \$335,497.35 respectively.

The new wharves at the two places form parts of a general plan for utilizing the space occupied by the shoals at Hochelaga, and together give an increase of two thousand nine hundred and twenty feet of wharf frontage now available.

*Sections 35 and 36.*—A new double ramp with cribwork retaining wall was built at Denonville Avenue to afford access to the wharves from Notre Dame Street, and neighbouring streets. The roadways of the ramp are thirty feet wide with a gradient of one in fifteen and one in twelve feet eight inches on the up and down stream ends respectively, and of one in sixteen on the transverse portion. The gradients, except at the downstream end are materially easier than those of any other ramp in the harbour, and the ramp has proved of great benefit in the carting of coal cargoes to the Canadian Pacific Railway and other large consumers in the vicinity. The cost, which was much enhanced by disadvantages in making and carrying on of the work subserviently to the traffic on the wharves, is: for timber work, \$12,104.58, and for earth work and sundries, \$7,220.26; total, \$19,324.84. The land for the site of the ramp was expropriated and paid for by the city, and the cost of construction was paid by the harbour commissioners.

*Sections 36, 37 and 38.*—A part of the wharves which was formerly used for lumber shipments was regraded and macadamized to fit it for general purposes. Cost, \$4,985.54.

*Sections 5 and 6 (Windmill Point).*—A little rock dredging was done in spring for the immediate purpose of obtaining stone to repair wharves, but in such a way as also to contribute towards the enlargement of the basin. Expenditure, \$631.37.

*Ship Channel in the Harbour.*—Two shoals which formed the north side of the ship channel, opposite sections 34 to 37 and which were dangerous to any vessels leaving the harbour and not fully under control, were nearly all dredged away to a depth of 27½ feet at low water by an elevator dredge of the ship channel dredging fleet which was loaned by government. Some small portions and detached lumps yet remain to be dredged and that already done requires to be tested in order to complete the work. Cost in 1891 \$11,875.51.

*Harbour Enlargement and Flood Protection.*—Upon the conclusion of negotiations between the Dominion Government, the city of Montreal and the harbour commissioners for the carrying out of the scheme of harbour enlargement and flood protection, known as plan No. 6, work was commenced upon it. The beginning was made upon the guard pier on the 21st July by placing the harbour commissioners' dredge No. 1, and subsequently Government dredge No. 8, on the north or inner side of the pier and dumping the dredgings mainly on the under-water portion of the pier near its lower end. Later on such dredgings as could be spared and were found suitable were sent from other places, and by the close of the season 73,160 cubic yards had been placed on the site of the pier. Cost in working expenses chargeable to Harbour Enlargement Account, and exclusive of charges for plant and general expenses, \$12,063.53.

#### HARBOUR REPAIRS.

Upon the clearing away of the ice in the spring it was found that the cribwork of that part of the island wharf, section 15, which faces St. Helen's Island had slipped into deep water, and the top of the crib work at section 29 had been raised. Beyond this the wharves sustained no serious damage during winter.

The total cost of maintenance and repairs for the year was \$49,109, which compares with the cost of previous years as follows :—

|           |          |
|-----------|----------|
| 1875..... | \$16,499 |
| 1876..... | 35,711   |
| 1877..... | 26,077   |
| 1878..... | 18,974   |
| 1879..... | 18,819   |
| 1880..... | 17,330   |
| 1881..... | 16,159   |
| 1882..... | 27,962   |
| 1883..... | 35,768   |

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|           |        |
|-----------|--------|
| 1884..... | 44,869 |
| 1885..... | 42,158 |
| 1886..... | 64,989 |
| 1887..... | 64,984 |
| 1888..... | 49,520 |
| 1889..... | 51,892 |
| 1890..... | 56,380 |
| 1891..... | 49,109 |

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The following are the principal items of repairs in 1891 :—

*Section 10 (Windmill Point).*—About twenty feet of the lower end of Windmill Point wharf was repaired with new stringers and new top planking, and the mooring posts were reset.

*Sections 12 and 13 (Allan Line Berths).*—About 200 lineal feet of old cribwork in section 12, which was built about 1889 and had been in bad condition for several years, gave way in September last. The broken part was dredged out and replaced by a new pile wharf which involved a close row of piles at parts of the rear, and land ties 55 feet long at ten feet centres. The adjoining crib work downstream was strengthened by piling in front. Cost \$2,619.11, in addition to dredging.

In section 14 about 100 lineal feet received new stringers and top plank and four new countersunk mooring posts were put in.

*Section 15 (Island Wharf, &c.).*—The repair to the pile work of the shore wharf which was begun in the fall of 1890 was completed as soon as possible after the clearing away of the ice last spring. The wharf and railway tracks in the rear being low were raised to the general wharf level at the same time. Cost in 1890 and 1891, \$2,755.16.

For several years past the cribwork of the outer or downstream side of the Island wharf, which was built about 1859, and founded on sloping bottom, has been sinking and slipping outward, and on the clearing away of the ice in spring it was found that it had failed entirely and that the back filling to an average breadth of thirty feet had gone with it. Early in the summer the cribwork was replaced by pilework, with sheet piling and land ties to support the earth filling in rear, and the whole wharf made good.

Parts of the outer side of the Island wharf facing St. Lambert were reinforced by a close row of piles and otherwise repaired. On the inshore side of the Island wharf, on the downstream side of the pier connecting it with the shore, and on the shore wharf itself, the pilework extension which was built in 1878 and 1879 had become so much decayed above water as to be unfit for heavy loads. After the close of navigation this was all strengthened and repaired and a waling piece and fender braces added. Seven new iron countersunk mooring posts were placed in the section. Cost of pilework and repairs, \$7,850.78.

*Sections 16 to 19 (Dominion Line Berths, and Richelieu Company's Berths).*—The piece of plank road near the revetment wall was renewed, 150 feet of new coping was put on, seven new iron countersunk mooring posts and two new fender posts were put in. At section 18 a slip was cut in the wharf for river steamers, and three new fender posts were put in. On section 19 three new fender posts were put in.

*Section 20 (Victoria Pier).*—On the upper side of the pier a length of 150 feet was repaired with new stringers, two courses of face timber and new top planking. The lower outer corner damaged by ice was repaired. Six new iron countersunk mooring posts and one ordinary fixed cast-iron mooring post were placed. Cost, \$823.32.

*Section 21 (Beaver Line).*—Two countersunk iron mooring posts were put in.

*Sections 22, 23 and 24.*—All the long cast-iron mooring posts were taken up, inspected and reset.

*Section 29.*—About 150 lineal feet of cribwork broken by ice was repaired with four courses of face timber, new cross ties, back coping and top planking. Cost, \$376.97.

*Sections 36 and 37.*—Eight new countersunk mooring posts were placed instead of the former oak posts. A new footpath crossing of block stone was laid at the new ramp.

*Roadways.*—Macadamizing stone has been spread on the wharves as follows :—

| Section. | Number<br>of Toises. | Section. | Number<br>of Toises. |
|----------|----------------------|----------|----------------------|
| 9.....   | 22                   | 21.....  | 4                    |
| 10.....  | 9                    | 22.....  | 23                   |
| 11.....  | 14                   | 23.....  | 13                   |
| 14.....  | 23                   | 24.....  | 5                    |
| 15.....  | 31                   | 25.....  | 19                   |
| 16.....  | 24                   | 26.....  | 21                   |
| 18.....  | 7                    | 28.....  | 21                   |
| 19.....  | 11                   | 30.....  | 14                   |
| 20.....  | 3                    | 31.....  | 11                   |

Total toises spread for maintenance of the roadways, as above, 275.

Several of the footpath crossings throughout the harbour have been repaired and raised.

Little ice was left lodged on the wharves above section 18, but below that there was somewhat more than the average quantity. Expenditure in clearing off ice, \$3,196.18.

#### HARBOUR DREDGING PLANT AND DREDGING.

The harbour dredging plant in use in 1891 was composed of three spoon or dipper dredges, three derricks and two tugs, with coal barge, scows and a floating shop as detailed in the appended table. Besides these, elevator dredge No. 8, two tugs and six dumping scows were borrowed from the ship channel dredging plant and used during the greater part of the summer.

Dredge No. 6, derrick No. 2 and the two tugs were wintered in Cantin's dry dock, Montreal; the other dredges and two derricks were wintered in the Lachine Canal, on the south side of the island at St. Gabriel Locks; the coal barge and all the scows were wintered in the canal below the Wellington Bridge.

All repairs were made by the commissioners' own men with exception of work on some heavy pieces of machinery which was done in neighbouring shops.

The tug "St. Peter" was rebuilt in the more important parts. All below deck was renewed with exception of part of the outside planking. Part of the deck and deck beams, most of the stanchions of the railing and the housing on deck were also renewed. Cost, \$2,760.82.

The tug "St. Louis" was mainly rebuilt also. Nearly everything below deck was also renewed, except part of the outside planking. Some of the deck beams, deck planking and stanchions for the rail were renewed. The boiler furnace was repaired with new spouting and part new side plates. Cost, \$2,211.18.

Derrick No. 2 had the slides for the forward spuds and the A frame renewed.

Dredge No. 6, the hull of which had become too weak for further service, was merely caulked so as to keep it afloat, and was not fitted up for work during summer.

The other dredges and vessels received ordinary repairs.

No. 1 dipper dredge, the building of which was commenced in 1890, was finished last spring and was set to work in the harbour on the 18th May. Cost, \$39,009.84.

Two flat scows, Nos. 21 and 22, of 85 feet by 25 feet by 7 feet 5 inches over all and of 150 cubic yards carrying capacity, were built last spring for attending the dredges. Cost, \$2,594.18 each.

Two others, Nos. 23 and 24, of 85 feet by 25 feet by 6 feet 9 inches and of 150 yards carrying capacity, were built during the summer. Cost, \$2,374.29 each.

The hull of the Government elevator dredge No. 3, which was purchased for a floating shop, was fitted up as such last winter and was equipped with the machinery of the old floating shop and some new in addition.



The hull of the old floating shop was sold in the early part of the summer and was subsequently broken up by the purchaser.

The building of new dredging and other plant for carrying out the harbour enlargement works was ordered by the commissioners in 1891, as follows:—

A large dipper dredge similar to No. 1, by Messrs. Carrier, Lainé & Company, Lévis, Que.

The machinery for three floating derricks, by Mr. John McDougall, Montreal. Hulls for the same by the harbour commissioners' engineer's department.

The machinery and framing of two land derricks by John McDougall, Montreal.

Six flat deck scows of 150 cubic yards carrying capacity, by the harbour commissioners' engineer's department.

The construction of all of these, as also of other plant ordered since the close of the year, is now in an advanced state.

A steam launch 30½ feet long with engine of 6 inches by 8 inches was purchased by the harbour commissioners last autumn.

The harbour dredging fleet was brought into the harbour on the 30th April when released by the opening of the Lachine Canal. No. 4 dredge commenced work on the 5th, No. 7 commenced on the 8th and No. 1, which was somewhat delayed in completion, commenced on the 18th of May.

The elevator dredge which was borrowed from Government, was brought up from Sorel on 26th May and commenced work on the 29th of May.

All worked until 21st November when the elevator dredge was stopped, and returned to Sorel. Dredges Nos. 4 and 7 were stopped on the 27th and No. 1 was stopped on the 28th November. The harbour commissioners' dredging fleet was sent to winter quarters in the Lachine Canal, and the balance of the Government plant was returned to Sorel.

The harbour dredges, derricks, tugs and four scows were laid up in the Lachine Canal about a quarter of a mile below the St. Gabriel Locks, the floating shop and two scows were laid up at the island above St. Gabriel Locks, the coal barge and remaining vessels were laid up in Basin No. 3 near the dredges, and dredge No. 6, which had not been in service during the summer, was hauled out on the island above St. Gabriel locks, in October, to be rebuilt.

The number of days during which the spoon dredges were on duty, reckoning every day except Sundays, from commencing in spring to leaving off in fall, was 167½ days for No. 1, 178 days for No. 4, and 175 days for No. 7, making an aggregate of 520½ days for the season.

The nominal working time is ten hours per day, which gives a total of 5,205 hours' service, but the actual dredging time, after deducting that lost for repairs, changing position, detention by vessels, short days in autumn and all other causes, was reduced to 4,455 hours, or an average of 85.58 per cent of the gross time of service.

The total outlay for working the commissioners' own fleet, consisting of three spoon dredges, three unloading derricks, two screw tugs and the scows, was \$49,570.78, and this, as usual, represents the entire cost of working the plant and machinery, repairs, outfit, fuel, wages, salaries, insurance and all other outlays except interest on capital and depreciation of plant. It also includes the cost of rebuilding the tugs St. Peter and St. Louis.

The cost of working the borrowed elevator dredge and the tug and scow service for same was \$14,231.79, making a total outlay of \$63,802.57.

The following are the comparative costs and quantities of dredging for 1891, and for previous years :—

| Years.    | Cubic yards Dredged. | Total Cost. | Cost per cubic yard, cents.           | Remarks.   |
|-----------|----------------------|-------------|---------------------------------------|--|
|           |                      | \$          |                                       |  |
| 1875..... | 151,719              | 68,979      | 45                                    |  |
| 1876..... | 156,082              | 55,462      | 35 <sup>80</sup> / <sub>100</sub>     |  |
| 1877..... | 173,499              | 45,103      | 26                                    |  |
| 1878..... | 211,731              | 48,748      | 23                                    |  |
| 1879..... | 189,609              | 41,006      | 21 <sup>63</sup> / <sub>100</sub>     |  |
| 1880..... | 186,430              | 46,914      | 25 <sup>10</sup> / <sub>100</sub>     |  |
| 1881..... | 170,764              | 54,128      | 31 <sup>80</sup> / <sub>100</sub>     |  |
| 1882..... | 187,339              | 53,598      | 28 <sup>80</sup> / <sub>100</sub>     | Spoon dredges and stone-lifters.                           |
|           | 9,429                | 13,254      | \$1.40 <sup>10</sup> / <sub>100</sub> | Elevator dredges.  |
|           | 196,768              | 66,852      | 33 <sup>80</sup> / <sub>100</sub>     | Totals and average.  |
| 1883..... | 36,538               | 17,956      | 49 <sup>33</sup> / <sub>100</sub>     | Spoon dredges and stone-lifters.                           |
|           | 6,990                | 19,385      | \$2.77 <sup>30</sup> / <sub>100</sub> | Elevator dredge—lifting rock and boulders and clearing up. |
|           | 43,348               | 37,341      | 86 <sup>14</sup> / <sub>100</sub>     | Totals and average.  |
| 1884..... | 125,648              | 49,468      | 39 <sup>87</sup> / <sub>100</sub>     | Spoon dredges and stone-lifters.                           |
| 1885..... | 69,494               | 28,563      | 41 <sup>50</sup> / <sub>100</sub>     | do do do   |
| 1886..... | 57,728               | 25,772      | 44                                    | do do do   |
| 1887..... | 36,993               | 23,259      | 62                                    | do do do   |
| 1888..... | 73,150               | 36,690      | 50 <sup>100</sup> / <sub>100</sub>    | do do do   |
|           | 2,077                | 1,333       | 64 <sup>10</sup> / <sub>100</sub>     | Elevator dredges.  |
|           | 75,227               | 38,023      | 50 <sup>54</sup> / <sub>100</sub>     | Totals and average.  |
| 1889..... | 205,283              | 54,574      | 26 <sup>58</sup> / <sub>100</sub>     | Spoon dredges and stone-lifter.                            |
|           | 9,420                | 2,996       | 31 <sup>100</sup> / <sub>100</sub>    | Elevator dredge.   |
|           | 214,703              | 57,570      | 26 <sup>81</sup> / <sub>100</sub>     | Totals and average.  |
| 1890..... | 186,670              | 53,674      | 28 <sup>80</sup> / <sub>100</sub>     | Spoon dredges and stone-lifter.                            |
| 1891..... | 259,267              | 49,571      | 19 <sup>12</sup> / <sub>100</sub>     | Spoon dredges.   |
|           | 43,290               | 14,232      | 32 <sup>80</sup> / <sub>100</sub>     | Elevator dredge.   |
|           | 302,557              | 63,803      | 21 <sup>80</sup> / <sub>100</sub>     | Totals and average.  |

The cost and character of the dredging done in the different parts of the harbour last year are as follows :—All the quantities are scow measurements, and the cost includes towing and unloading the material.

*Section 6 (Windmill Point).*—A little dredging was done in the basin where the deepening will be useful, but for the immediate purpose of obtaining stone for the road foundations and other wharf repairs ; depth of water, 25 feet : quantity dredged, 1,170 cubic yards ; material, shale rock ; cost, 54 cents per yard.

*Sections 12 to 14 (Allan Line Berths).*—The part of the cribwork wharf in section 12 which gave way was, with its stone filling, dredged out and the place prepared for repairs. Depth of water about 29 feet ; quantity dredged, 3,454 cubic yards, exclusive of timber ; material, cribwork, stones and earth ; cost, 52 cents per yard.

Several shallow places close to the wharves and throughout the basin which had become shallow by the filling in of rubbish and by scour from elsewhere, as also some places which had never been brought to full depth because of extreme hardness, were dredged out to  $27\frac{1}{2}$  feet or over at low water. Quantity dredged, 3,874 cubic yards; material, sand, mud and hard-pan with many boulders; cost,  $31\frac{1}{2}$  cents per yard.

*Sections 14 and 15 (Elgin Basin).*—The basin which had become choked with sewage deposit was dredged out to  $27\frac{1}{2}$  feet at low water, the city paying the cost. Some places which were shallow from other deposit, as also from the existence of large boulders, were also cleaned down to full depth. Depth of water, 29 feet; total quantity dredged, 11,497 cubic yards; material, sewage deposit and mud, with some hard-pan and large boulders; cost,  $11\frac{4}{10}$  cents per yard.

*Section 15.*—The cribwork which fell away at the lower end of the Island wharf, as also its filling and back-filling, were dredged out and the place prepared for repairs. Quantity dredged, exclusive of timber, 360 cubic yards; material, cribwork and stone filling; cost, \$1.45 per cubic yard.

The basin between the Island wharf and the shore wharf had become shallow in several places, principally alongside the wharves, and was dredged out to  $27\frac{1}{2}$  feet at low water. Depth of water, 29 feet; quantity dredged, 2,700 yards; material, sand, silt and mud; cost, 28 cents per yard.

*Section 22.*—A number of small shallow spots, chiefly about the lower end of Victoria Pier, were cleaned down to standard depth. Depth of water 30 feet, very strong current in some places; quantity dredged, 4,320 cubic yards; material, sand and gravel; cost, 19 cents per yard.

*Section 23—(Commissioners Wharf).*—Small quantity of dredging was done in deepening a shallow place in strong current near the wharf. Depth of water 30 feet; material, sand and gravel; quantity dredged, 855 cubic yards; cost, 42 cents per yard.

*Sections 41, 42 and 43 (Hochelaga).*—Dredging was done in clearing away the shoals in front of the new wharves and a small quantity was also done in preparing foundations for cribwork. Depth of water, 29 to 35 feet; quantity dredged, 45,855 cubic yards; material, sand, gravel, very hard silt and some boulders; cost,  $21\frac{1}{4}$  cents per yard.

*Sections 45 and 46 (Maisonneuve).*—Dredging for the formation of basins on both sides of the new pier, and also for preparing foundations for cribwork. The material dredged was very varied; on the upper side of the basin it was mostly very tough silt with some boulders, on the lower side it was mostly loose dark grey sand very easy to work; depth of water, 29 to 35 feet; quantity dredged, 155,932 cubic yards; cost,  $18\frac{7}{10}$  cents per yard.

*Ship Channel through the Harbour.*—Two shoals with some small spots on the north side of the main channel, opposite sections 34 to 37, were nearly all cut down to  $27\frac{1}{2}$  feet at low water by the Government elevator dredge No. 8. Depth of water, 28 to 32 feet, rapid current; material almost wholly clean boulders, mostly under a cubic foot in size; quantity dredged, 33,673 cubic yards; cost,  $35\frac{1}{4}$  cents per yard.

*Harbour Enlargement.*—Dredging on the Island shoal, alongside the site of the new guard pier (opposite stations 56 to 63), by a dipper dredge, and at the lower end of the shoal by the elevator dredge. Depth of water, 30 to 32 feet; material, hard-pan and tough silt with boulders of all sizes; quantity by dipper dredge, 29,250 cubic yards; cost,  $11\frac{7}{10}$  cents per yard; quantity by elevator dredge, 9,620 cubic yards, costing  $24\frac{1}{2}$  cents per yard.

Appended are tables giving further particulars as to the dredging plant and work done.

Yours respectfully,

JOHN KENNEDY,

Chief Engineer.

ALEXANDER ROBERTSON,  
Secretary, Harbour Commissioners of Montreal.

HARBOUR DREDGING.

STATEMENT showing the number of days worked by each dredge and the quantity dredged at each place for the Harbour of Montreal in 1891.

| Places at which dredges worked.        | Vessels.              | Time of service. |             | Quantity dredged. |                  |                   | Character of soil.                 |
|--|-----------------------|------------------|-------------|-------------------|------------------|-------------------|------------------------------------|
|  |                       | Days.            | Total days. | Spoon dredges.    | Elevator dredge. | Total cub. yards. |                                    |
| Section 5 and 6, Windmill Point        | Spoon dredge No. 4.   | 5                | .....       | 990               | .....            | .....             | } Shale rock.                      |
|  | do No. 7.             | 2                | 7           | 180               | .....            | 1,170             |                                    |
| Section 12, Allan's Basin..            | do No. 7.             | 25               | 25          | 3,454             | .....            | 3,454             | } Tearing up cribwork.             |
| do 13 and 14, Allan's Basin.....       | do No. 1.             | 104              | .....       | 3,049             | .....            | .....             |                                    |
|  | do No. 4.             | 6½               | 17          | 825               | .....            | 3,874             | } Hard pan and stones.             |
| do 14 and 15, Elgin Basin.....         | do No. 1.             | 184              | 184         | 11,497            | .....            | 11,497            |                                    |
| do 15, Island Wharf                    | do No. 7.             | 5                | 5           | 360               | .....            | 360               | } Tearing up cribwork.             |
| do 15, King's Basin {                  | do No. 4.             | 6½               | .....       | 1,980             | .....            | .....             |                                    |
|  | do No. 7.             | 4                | 10½         | 720               | .....            | 2,700             | } Sand, silt and mud.              |
| do 21 and 22, Military Basin.....      | do No. 1.             | 11½              | 11½         | 4,320             | .....            | 4,320             |                                    |
| do 23, at Commissioner's Wharf.....    | do No. 7.             | 5                | 5           | 855               | .....            | 855               | } do                               |
|  | do No. 1.             | 41½              | .....       | 24,244            | .....            | .....             |                                    |
| do 41 to 43, Hochelaga.....            | do No. 4.             | 15½              | .....       | 7,875             | .....            | .....             | } Sand, gravel, silt and boulders. |
|  | do No. 7.             | 41               | 97¾         | 13,736            | .....            | 45,855            |                                    |
|  | do No. 1.             | 41               | .....       | 18,562            | .....            | .....             | } Sand, tough silt and boulders.   |
| do 45 and 46, Maisonneuve.....         | do No. 4.             | 144½             | .....       | 103,080           | .....            | .....             |                                    |
|  | do No. 7.             | 98               | 278½        | 34,290            | .....            | 155,932           | } Hard pan, silt and boulders.     |
|  | do No. 1.             | 45               | .....       | 29,250            | .....            | .....             |                                    |
| Harbour enlargement at guard pier..... | Elevator dredge No. 8 | 25               | 70          | 9,620             | .....            | 38,870            | } Boulders and stones.             |
| Current St. Mary.....                  | do No. 8              | 126              | 126         | 33,670            | .....            | 33,670            |                                    |
|  | Totals.....           | .....            | 671½        | 259,267           | 43,290           | 302,557           |                                    |

## ABSTRACT of work done by each dredge in the Harbour of Montreal in 1891.

| Vessels.                    | Places at which dredges worked.                    | Time of service. |        | Quantity dredged.<br>Cubic yards. |                   |         | Character of soil.               |
|-----------------------------|--|------------------|--------|-----------------------------------|-------------------|---------|----------------------------------|
|                             |  | Days.            | Total. | Spoon dredges.                    | Elevator dredges. | Total.  |                                  |
| Spoon dredge<br>No. 1. .... | Section 13 and 14, Allan's Basin.                  | 10½              |        | 3,049                             | .....             |         | Hard pan and stones.             |
|                             | do 14 and 15, Elgin Basin..                        | 18½              |        | 11,497                            | ..                |         | Sewage, hard pan and boulders.   |
|                             | do 21 and 22, Military Basin                       | 11½              |        | 4,320                             | .....             |         | Sand and gravel.                 |
|                             | Station 56 to 63, Guard Pier...                    | 45               |        | 29,250                            | .....             |         | Hard pan, silt and boulders.     |
|                             | Section 41 to 43, Hochelaga....                    | 41½              |        | 24,244                            | .....             |         | Sand, gravel, silt and boulders. |
| Spoon dredge<br>No. 4. .... | do 45 and 46, Maisonneuve.                         | 41               |        | 18,562                            | .....             |         | Sand, tough silt and boulders.   |
|                             | Section 5, Windmill Point. ....                    | 5                | 167½   | 990                               | .....             | 90,922  | Shale rock.                      |
|                             | do 12, Allan's Basin. ....                         | 6½               |        | 825                               | .....             |         | Hard pan and mud.                |
|                             | do 15, King's Basin. ....                          | 6½               |        | 1,980                             | .....             |         | Sand, silt and mud.              |
|                             | do 41 to 43, Hochelaga....                         | 15½              |        | 7,875                             | .....             |         | Sand and clay.                   |
| Spoon dredge<br>No. 7. .... | do 45 and 46, Maisonneuve.                         | 144½             |        | 103,080                           | .....             |         | Sand, tough silt and boulders.   |
|                             | Section 5 and 6, Windmill Point                    | 2                | 178    | 180                               | .....             | 114,750 | Shale rock.                      |
|                             | do 12, Allan's Basin. ....                         | 25               |        | 3,454                             | .....             |         | Tearing up old wharf.            |
|                             | do 15, Island Wharf. ....                          | 5                |        | 360                               | .....             |         | do do                            |
|                             | do 15, King's Basin. ....                          | 4                |        | 720                               | .....             |         | Sand, silt and mud.              |
| Elevator<br>dredge No. 8.   | do 23, at Commissioner's Wharf. ....               | 5                |        | 855                               | .....             |         | Sand and gravel.                 |
|                             | do 41 to 43, Hochelaga....                         | 41               |        | 13,736                            | .....             |         | Sand, gravel, silt and boulders. |
|                             | do 45 and 46, Maisonneuve.                         | 93               |        | 34,290                            | .....             |         | Sand, tough silt and boulders.   |
|                             | Lower end of guard pier. ....                      | 25               | 175    |                                   | 9,620             | 53,595  | Hard pan, silt and boulders.     |
|                             | Current St. Mary, opposite sections 34 to 37 ..... | 126              |        |                                   |                   |         | Boulders and stones.             |
|                             |  |                  | 151    |                                   | 33,670            | 43,290  |                                  |
|                             | Totals .....                                       |                  | 671½   | 259,267                           | 43,290            | 302,557 |                                  |

HARBOUR Commissioners' dredging plant employed in the Harbour of Montreal in 1891.

| Description of Vessels.       | Hull.        |                |                  |             | Engines.                  |                   |                        |                   | Capacity of bucket. | Depth to which dredge can work. | Remarks.   |
|-------------------------------|--------------|----------------|------------------|-------------|---------------------------|-------------------|------------------------|-------------------|---------------------|---------------------------------|--|
|                               | Length, over | Breadth, beam. | Depth, over all. | When built. | Kind of engine.           | No. of cylinders. | Diameter of cylinders. | Length of stroke. | Pressure of steam.  |                                 |  |
| <i>Dredges</i> —              |              |                |                  |             |                           |                   |                        |                   |                     |                                 |  |
| Boom spoon dredge No. 1.....  | Ft. in. 90-0 | Ft. in. 36-0   | Ft. in. 9-6      | 1890        | Horizontal densing.       | non-con-          | 2                      | 16                | 110                 | 41½                             | All wooden hulls. Rebuilt and altered in '90. Rebuilt in 1889. |
| do do No. 4.....              | 77-3         | 27-0           | 6-6              | 1872        |                           |                   | 1                      | 18                | 90                  | 33                              |  |
| Crane do No. 7.....           | 77-3         | 27-0           | 7-0              | 1874        |                           |                   | 1                      | 16                | 85                  | 32                              |  |
| <i>Derricks</i> —             |              |                |                  |             |                           |                   |                        |                   |                     |                                 |  |
| Clam shell derrick No. 1..... | 56-8         | 23-9           | 5-9              | .....       | Horizontal densing.       | non-con-          | 1                      | 8                 | 85                  | .....                           | Rebuilt, 1891. do  |
| do do No. 2.....              | 57-0         | 23-6           | 5-9              | 1872        |                           |                   | 2                      | 7                 | 85                  | .....                           |  |
| do do No. 3.....              | 61-9         | 24-0           | 5-9              | 1875        |                           |                   | 1                      | 10                | 85                  | .....                           |  |
| <i>Tug Boats</i> —            |              |                |                  |             |                           |                   |                        |                   |                     |                                 |  |
| Tug St. Louis.....            | 67-0         | 15-0           | 8-7              | 1875        | Vertical, noncondenssing. | noncondens-       | 1                      | 16                | 85                  | .....                           | Rebuilt, 1891. do  |
| do St. Peter.....             | 71-6         | 16-6           | 8-6              | 1873        |                           |                   | 1                      | 20                | 90                  | .....                           |  |
| <i>Barges</i> —               |              |                |                  |             |                           |                   |                        |                   |                     |                                 |  |
| Floating shop.....            | 135-0        | 29-0           | 10-0             | .....       | Capacity, cubic yards.    | .....             | .....                  | .....             | .....               | .....                           | All wood.  |
| A. G. Nish (coal barge).....  | 100-8        | 22-6           | 6-4              | 1873        |                           |                   | .....                  | .....             | .....               | .....                           |  |
| <i>Scows</i> —                |              |                |                  |             |                           |                   |                        |                   |                     |                                 |  |
| Sounding scow.....            | 70-6         | over all.      | over all.        | .....       | Capacity, cubic yards.    | .....             | .....                  | .....             | .....               | .....                           | All wood.  |
| Flat scow (old).....          | 18-0         | 5-0            | 5-0              | .....       |                           |                   | .....                  | .....             | .....               | .....                           |  |
| do No. 5.....                 | 70-6         | 18-0           | 5-0              | .....       |                           |                   | .....                  | .....             | .....               | .....                           |  |
| do No. 6.....                 | 70-5         | 18-3           | 5-4              | 1873        |                           |                   | .....                  | .....             | .....               | .....                           |  |
| do No. 7.....                 | 70-5         | 18-0           | 5-0              | 1873        |                           |                   | .....                  | .....             | .....               | .....                           |  |
| do No. 8.....                 | 70-4         | 18-0           | 5-4              | 1873        |                           |                   | .....                  | .....             | .....               | .....                           |  |
| do No. 9.....                 | 70-4         | 18-0           | 5-4              | 1873        |                           |                   | .....                  | .....             | .....               | .....                           |  |
| do No. 10.....                | 70-4         | 18-1           | 5-4              | 1874        |                           |                   | .....                  | .....             | .....               | .....                           |  |
| do No. 11.....                | 70-0         | 18-3           | 5-1              | 1874        |                           |                   | .....                  | .....             | .....               | .....                           |  |
| do No. 12.....                | 69-5         | 18-4           | 5-0              | 1875        |                           |                   | .....                  | .....             | .....               | .....                           |  |
| do No. 13.....                | 70-4         | 18-2           | 5-0              | 1875        |                           |                   | .....                  | .....             | .....               | .....                           |  |
| do No. 14.....                | 70-4         | 18-3           | 5-6              | 1875        |                           |                   | .....                  | .....             | .....               | .....                           |  |
| do No. 15.....                | 70-4         | 18-3           | 5-6              | 1875        |                           |                   | .....                  | .....             | .....               | .....                           |  |
| do No. 16.....                | 70-4         | 18-3           | 5-6              | 1875        |                           |                   | .....                  | .....             | .....               | .....                           |  |
| do No. 17.....                | 75-0         | 20-2           | 6-0              | 1876        |                           |                   | .....                  | .....             | .....               | .....                           |  |
| do No. 18.....                | 75-4         | 20-4           | 6-3              | 1876        |                           |                   | .....                  | .....             | .....               | .....                           |  |
| do No. 19.....                | 75-6         | 20-3           | 6-5              | 1878        |                           |                   | .....                  | .....             | .....               | .....                           |  |
| do No. 20.....                | 75-6         | 20-3           | 6-3              | 1878        |                           |                   | .....                  | .....             | .....               | .....                           |  |
| do No. 21 and 22.....         | 85-0         | 25-0           | 7-5              | 1891        |                           |                   | .....                  | .....             | .....               | .....                           |  |
| do Nos. 23 and 24.....        | 85-0         | 25-0           | 6-9              | 1891        |                           |                   | .....                  | .....             | .....               | .....                           |  |

In addition to the above there were borrowed from the Government, one elevator dredge, two tugs and six large dumping scows, for use in 1891.

## APPENDIX No. 18.

## QUEBEC HARBOUR COMMISSIONERS' REPORT FOR THE YEAR 1891.

(Under 38 Victoria, Chap. 55, Sec. 14.)

QUEBEC, 2nd January, 1892.

Hon. CHAS. H. TUPPER,  
Minister of Marine and Fisheries,  
Ottawa.

SIR,—In compliance with the requirements of the 38th Victoria, chapter 55, section 14, I have to report as follows on the doings of the Quebec Harbour Commissioners for the year 1891.

## CHIEF ENGINEER'S REPORT.

The annexed report from the chief engineer, Mr. St. George Boswell, conveys all the information in relation to the harbour works, and the various additions and repairs made to them, and to the other properties of the Commissioners during the past year.

## REVENUE.

The revenue statement of 1891 shows a slight decrease in receipts as compared with the previous year. This is altogether owing to the falling off in the shipping arrivals, as the earnings from wharf properties have been fully maintained.

## LOUISE DOCKS AND WHARVES.

During the past season 42 ocean mail steamers of 106,283 tons register used the docks, landing immigrants, baggage and freight.

Eleven steamers of 17,649 tons register landed a portion of their freight, and 11 steamers of 10,541 tons register discharged their full cargoes of 18,064 tons of coal.

Six sailing vessels of 5,965 tons register landed 7,847 tons of coal, and 42 ships of a registered tonnage of 39,993 tons, have also used the docks, loading full cargoes of timber and deals, and the surface traffic has required the employment of 2,657 cars.

The ss. "Enchantress" a vessel in distress from Montreal, unloaded her deal cargo in the inner basin, and upon being repaired, re-loaded from there and proceeded to sea.

One thousand copies of a pamphlet entitled "The Port of Quebec, Its Facilities and Prospects," by Mr. E. T. D. Chambers, of the *Quebec Morning Chronicle*, containing a very good description of those works, have been purchased and widely circulated by the commissioners.

## PREMISES LEASED.

The only changes under this heading have been that the store No. 7, on Wellington Wharf, formerly in the occupancy of Messrs. John Ross & Company, and the adjoining one, No. 8, that had remained for some years unlet, has been leased to Messrs. E. M. Lennon & Co. for a term of three years.

The changes (referred to in Report of 1890) asked for by the Quebec and Lake St. John, and Quebec, Montmorency and Charlevoix Railway companies in the lease passed in 1888 empowering them to cross the embankment, has been finally agreed upon, and the alterations thus made by the commissioners confirmed by an Order in Council. The completed deed now awaits signature.

## REPAIRS TO PROPERTY.

The commissioners have not been in a position to undertake the repairs so necessary to be done to place the Pointe-à-Carcy Wharf in a proper condition, but trust that during the course of the ensuing year, they will be able to carry out this very desirable and pressing work.

All the other properties of the commission have been frequently inspected and kept in a thorough state of order. Detail will be found in the chief engineer's report.

## BALLAST.

Seven thousand and thirty (7,030) tons of filling material consisting of ballast taken from ships, and three hundred and forty-three (343) tons from other sources, and costing six hundred and eighty-five dollars and fifteen cents (\$685.15), or an average of nine and a quarter cents per ton, has been obtained during the year.

This ballast consisted nearly all of good stone, and has been utilized in the various properties of the commission as follows:—Pointe-à-Carcy Wharf, three thousand one hundred and ten tons; Breakwater Wharf, two thousand two hundred and sixty tons; Harbour Works, one thousand six hundred and sixty tons; Grand Trunk Wharf, one hundred and thirty-seven tons; Atkinson's Wharf, one thousand and twelve tons; and Wellington Wharf, ninety-four tons.

## ICE BRIDGE AT CAPE ROUGE.

Preparations were made in the spring to remove the ice bridge at Cape Rouge, if it proved an obstruction to the early opening of navigation; but as the ice gave way before it was deemed necessary to take any action, the material prepared for this purpose has been kindly stored by Lt. Colonel C. E. Montizambert, R.S.A., Quebec, for use on some future occasion.

## OFFICE OF PRESIDENT AND SECRETARY-TREASURER.

On the 16th of March, Mr. Edmond Giroux was elected president to replace Mr. P. V. Valin, and on the 9th of November, upon his reappointment as commissioner, was again unanimously re-elected to the same position.

Mr. James Woods, who had been acting as secretary-treasurer since February, 1890, was, on the 30th September, permanently appointed to that office.

## CHANGES IN THE PERSONNEL OF THE COMMISSION.

On the 3rd November a communication was received from the Deputy Minister of Marine, Ottawa, stating that by Order in Council of the 24th October the appointment of all the Government members of the commission had been cancelled, and the following gentlemen had been appointed as Government members of the board:—

MR. EDMOND GIROUX,  
" ARTHUR J. TURCOTTE,

MR. VICTOR CHATEAUVERT,  
" JOHN SHARPLES,

in the room of Messrs. Thomas McGreevy, P. V. Valin and Joseph Bell Forsyth. The new commissioners took their seats for the first time at the meeting of the 9th November.

## DEATH OF CAPTAIN FRANÇOIS GOURDEAU.

The death, on the 11th May, of Captain François Gourdeau, harbour master during the past sixteen years to the commissioners, has caused them most profound regret.

Captain Gourdeau was an able, careful and zealous officer, thoroughly conversant with his duties, and his death has deprived the board of an employé in whom they could repose every confidence.

## PETERS vs. THE HARBOUR COMMISSIONERS.

Judgment was rendered by the Supreme Court, Ottawa, at its last term in this case. The particulars, so far, have not reached the commissioners.



## ICE CUTTING.

Thirty thousand (30,000) blocks of ice, all for local use, have been cut during the winter of 1890-91, a difference of four thousand (4,000) blocks less than the harvest of the previous year.

## CHAIRMAN'S VISIT TO OTTAWA.

On the 17th December the chairman, accompanied by the chief engineer, proceeded to Ottawa with a view of bringing the following matters to the notice of the Government, viz. :—

Purchase of occulting light and future maintenance of range harbour lights ; settlement of graving dock and lifting barge accounts ; settlement of claim for amount due for the space occupied on the breakwater wharf and embankment by immigrant buildings ; repairing front of Pointe-à-Carcy Wharf and deepening of inside face ; settlement of and interpretation of commissioners' debentures account.

Interviews were had on the 18th with the Honourable the Ministers of Militia and Defence, Marine and Fisheries, and Public Works, and with Mr. J. M. Courtney, Deputy Minister of Finance, and the various questions discussed and taken into consideration.

The occulting light purchased for—but found to be unsuitable for a range light—was at once taken over by the Honourable the Minister of Marine, and has been delivered to the agent of his department here.

The maintenance of the range harbour lights was also favourably considered, but awaits the report of the engineer of the department. The other matters, as already mentioned, are still under consideration.

To this report are annexed the various statements conveying the information yearly forwarded to your department in connection with the harbour, as also a complete statement of the commissioners' accounts for the year.

I have the honour to be, sir,

Your most obedient servant,

JAS. WOODS,

*Secretary-Treasurer.*

HARBOUR ENGINEER'S OFFICE,  
QUEBEC, 23rd December, 1891.

JAMES WOODS, Esq.,  
Secretary-Treasurer Harbour Commission,  
Quebec.

SIR,—I have the honour to submit the following, with reference to the Harbour Commissioners' property under my charge as engineer.

## LOUISE EMBANKMENT AND CROSS-WALL.

Owing to the increased demand for coal accommodation it was found necessary during the past season to extend the coal platform at the western end of the Embankment, and also to lay down an additional one on the cross-wall.

Owing to an application made on behalf of the Dominion Steamship Company, a portion of the Ballast Wharf has also been planked for the reception of coal.

At the western end of the embankment, a portion of ground, measuring 120 x 50 feet, has been leased to the Quebec and Lake St. John Railway Company, to be used by them as a coal yard.

The railway tracks on the embankment and cross-wall have been lined up and graded during the past season, and two diamond crossings placed at the intersection of the cross-wall track with those on the embankment.

A new freight shed, measuring 200 by 38 feet, has been erected on the cross-wall, and the one hundred feet space intervening between the old and new freight sheds, planked.

On the Ballast Wharf the space about three feet in depth, beneath the platform in front of the Immigration Shed on that wharf, has been filled with ships' ballast, and a fence erected in such a manner as to isolate the immigrants when landing. The roadway between the two immigration buildings has also been widened and macadamized.

The north-east angle of the Ballast Wharf has been repaired and re-sheathed. The southern end of this wharf has also been twice repaired during the past season, having been damaged on three occasions by vessels colliding with it.

New white pine mooring posts have been placed along the entire length of the embankment quay wall, and six mooring rings will be added in the tidal basin before the opening of navigation next season.

A considerable quantity of granite ballast was accumulated during the season just past; this is now being broken up with macadam for use on the embankment and cross-wall roadways.

A mooring buoy has been placed in the wet dock, opposite the entrance, to facilitate the exit and entrance of vessels.

An additional railway siding has been put down at the western end of the Embankment, to afford increased accommodation to the railway companies when loading coal.

The Quebec and Lake St. John, and the Quebec, Montmorency and Charlevoix Railway companies have, with the permission of the harbour commissioners, taken possession of the beach lot situated directly north of St. Andrew street, between the Drum and Dinning properties, and indicated under the cadastral number 1989, which they have now partially filled in for the purpose of laying down railway tracks to their new station on the Drum property.

The connection with the C. P. R. track on St. Andrew street and the commissioners' lines on the Embankment has also been made; but owing to the lateness of the season when this was done, the grading and lining up have not been completed.

An alteration has been made in the method of operating the cross-wall bridge apron whereby the work is now done by one man, instead of four as formerly.

A light tower, with a Chance Bros. occulting light, was erected on the north-east corner of the breakwater; and two red electric range lights placed at the foot of Ste. Famille street on the Battery, for the purpose of indicating the fairway of the channel between the Breakwater and the Island of Orleans. The occulting light has since been removed and transferred to the Department of Marine and Fisheries, and has been replaced by a red electric light.

#### POINTE-A-CARCY WHARF.

During the past season all the available ships containing stone ballast have been made to discharge into this wharf, but there still remains a great portion of the wharf unfilled. The roof of store No. 2, situated on this wharf, has been tarred.

#### STORE NO. 7.

A new roof of Canada plate has been put on this building.

#### STORE NO. 8.

The eastern gable wall of this building was partially taken down and rebuilt, and pointed with Portland cement. The roof has been also temporarily repaired and tarred. In addition to the above other minor repairs were effected.

The water was retained in the wet dock for the first time during the past season, on the 26th May, and remained so until 14th November, when the gates were placed in winter quarters.

On the 11th September, owing to the tide not having risen sufficiently for the purpose the gates were not opened in the morning.

I have the honour to be, sir,

Your obedient servant,

ST. GEORGE BOSWELL,

*Chief Engineer.*

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STATEMENT showing the movement of the coasting trade of the harbour for the season of navigation of 1891 (as reported at this office.)

---

|                           |         |
|---------------------------|---------|
| Cargoes by schooners..... | 735     |
| do bateaux.....           | 601     |
| do barges.....            | 108     |
| do steamboats.....        | 287     |
| Tonnage.....              | 399,363 |
| Crews, men.....           | 15,259  |
| Passengers.....           | 72,531  |

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## DOMINION IMPORTS AT QUEBEC.

REPORT of principal entries inwards by vessels from all parts of the Dominion, at this port, for the season 1891 (as made at this office.)

| Imports.                     |                  | Quantity. | Imports.                |                  | Quantity. |
|------------------------------|------------------|-----------|-------------------------|------------------|-----------|
| Apples.....                  | brls.            | 48,828    | Glassware.....          | brls.            | 1,933     |
| Ale and porter.....          | do               | 14,838    | do.....                 | crates.          | 1,062     |
| do.....                      | hhds.            | 11,048    | do.....                 | cases.           | 3,401     |
| Almonds and nuts.....        | bags.            | 3,581     | Glass.....              | cases and boxes. | 26,821    |
| Agricultural implements..... | do               | 8,775     | Hides.....              | pkgs.            | 6,858     |
| Axes.....                    | boxes.           | 4,236     | Horses.....             | do               | 741       |
| Biscuits.....                | cases and boxes. | 45,629    | Hops.....               | bales.           | 685       |
| do.....                      | brls.            | 5,778     | Herrings.....           | brls.            | 1,790     |
| Brandy.....                  | boxes.           | 6,915     | Hardware.....           | do               | 375       |
| Boots and shoes.....         | do               | 6,903     | do.....                 | cases and boxes. | 20,451    |
| Blacking.....                | do               | 5,375     | Hay.....                | bundles.         | 62,300    |
| Beef.....                    | brls.            | 2,716     | Iron.....               | pkgs.            | 25,403    |
| Barley.....                  | bush.            | 6,281     | Leather.....            | bales.           | 18,616    |
| Bran.....                    | tons.            | 625       | Lard.....               | kegs.            | 21,196    |
| do.....                      | bags.            | 2,170     | Machinery.....          | pkgs.            | 6,896     |
| Brooms.....                  | pkgs.            | 5,451     | Macaroni.....           | boxes.           | 14,885    |
| Butter.....                  | kegs.            | 205       | Matches.....            | do               | 520       |
| do.....                      | lbs.             | 119,748   | Mineral waters.....     | brls.            | 465       |
| Blueberries.....             | boxes.           | 18,081    | Marble.....             | pkgs.            | 1,040     |
| Books.....                   | cases and boxes. | 5,463     | Nails and spikes.....   | kegs.            | 32,619    |
| Baking powder.....           | do               | 10,364    | do.....                 | boxes.           | 6,390     |
| Bricks.....                  | M.               | 1,027     | Oakum.....              | bales.           | 445       |
| Board.....                   | pieces.          | 623,001   | Oats.....               | bush.            | 73,406    |
| Bark.....                    | cards.           | 3,017     | Old iron.....           | cwts.            | 3         |
| Cigars.....                  | cases.           | 3,938     | Pork.....               | brls.            | 2,049     |
| Cheese.....                  | boxes.           | 15,613    | Peas.....               | bush.            | 4,245     |
| Crockery.....                | brls.            | 1,079     | Potatoes.....           | do               | 21,741    |
| do.....                      | crates.          | 1,308     | Raisins.....            | boxes.           | 13,414    |
| Coffee.....                  | brls.            | 675       | Rice.....               | bags.            | 14,180    |
| do.....                      | bags.            | 2,500     | Rakes.....              | pkgs.            | 1,890     |
| Cattle.....                  | do               | 6,855     | Resin.....              | brls.            | 98        |
| Coal.....                    | tons.            | 2,771     | Refrigerators.....      | do               | 75        |
| Corn.....                    | bush.            | 6,492     | Sugar.....              | brls.            | 15,710    |
| Cordage.....                 | bales.           | 4,031     | Shingles.....           | M.               | 673       |
| Canada plates.....           | boxes.           | 20,368    | Sewing machines.....    | do               | 2,414     |
| Carpets.....                 | bales.           | 1,296     | Starch.....             | boxes.           | 8,601     |
| Champagne.....               | cases.           | 6,909     | Soap.....               | cases and boxes. | 28,102    |
| Currants.....                | do               | 14,376    | Spices.....             | do               | 21,984    |
| do.....                      | brls.            | 494       | Steels.....             | pkgs.            | 11,534    |
| Candles.....                 | boxes.           | 345       | Seeds.....              | bags.            | 3,642     |
| Clocks.....                  | cases.           | 490       | Shovels and spades..... | pkgs.            | 6,730     |
| Confectionery.....           | brls.            | 1,008     | Soda carb.....          | brls.            | 250       |
| Coal oil.....                | galls.           | 28,862    | Scales.....             | do               | 593       |
| Drugs.....                   | brls.            | 2,522     | Scythes handles.....    | pkgs.            | 2,322     |
| do.....                      | do               | 12,735    | Stationery.....         | cases.           | 14,612    |
| Deals.....                   | pieces.          | 770,148   | Sheep.....              | do               | 1,181     |
| Dry fish.....                | cwts.            | 70        | Salmon.....             | brls.            | 231       |
| Eggs.....                    | doz.             | 16,365    | Slabs.....              | loads.           | 525       |
| do.....                      | brls.            | 90        | Seal oil.....           | galls.           | 29,160    |
| do.....                      | boxes.           | 5,780     | Trout.....              | brls.            | 57        |
| Eels.....                    | brls.            | 80        | Tea.....                | boxes.           | 27,757    |
| Flour.....                   | do               | 19,124    | Tobacco.....            | brls.            | 1,209     |
| do.....                      | bags.            | 54,465    | do.....                 | cases and boxes. | 5,320     |
| Fowls.....                   | do               | 1,930     | Tin.....                | boxes.           | 11,548    |
| Feathers.....                | bags.            | 784       | Turpentine.....         | brls.            | 962       |
| Furniture.....               | loads.           | 2,783     | Tar.....                | do               | 125       |
| Fruit.....                   | brls.            | 2,033     | Wine.....               | hhds.            | 2,625     |
| Gin.....                     | cases.           | 13,855    | do.....                 | qr. bks.         | 2,171     |
| do.....                      | hhds.            | 150       | do.....                 | brls.            | 9,445     |
| do.....                      | brls.            | 2,415     | do.....                 | cases.           | 7,049     |
| Glace.....                   | do               | 137       | Whiskey.....            | brls.            | 2,147     |
| Grain.....                   | bags.            | 21,116    | do.....                 | cases.           | 4,971     |
| Green fish.....              | brls.            | 2,766     | Washboards.....         | pkgs.            | 4,242     |
| Glassware.....               | hhds.            | 61        | Wood.....               | cords.           | 20,645    |

JAMES WOODS, *Secretary-Treasurer.*

QUEBEC HARBOUR COMMISSION.

STATEMENT showing the cost of the Quebec Harbour Works up to the 31st December, 1891.

| Nature of Works.           | Total Expenditure, including Interest, &c. | Reduction effected under 51 Vic., Cap. 6, respecting Interest and Sinking Fund paid out of Capital. | Amount of Harbour Commissioners' Sinking Fund and accumulations which by 51 Vic., Cap. 6, has become part of Consolidated Revenue of Canada. | Net Reduction.          | Net Cost of Works to Date. | Total Amount received from Federal Government. | Total Amount Voted.   | Designation of Statutes authorizing expenditure. | Amount Available.   | Remarks. |
|----------------------------|--|---|--|-------------------------|----------------------------|--|---|--|---|----------|
| Harbour improvements ..... | \$ cts.<br>3,192,261 40                    | \$ cts.<br>Int. 378,670 05<br>S.F. 17,329 95<br><br>396,000 00                                      | \$ cts.<br>223,929 23<br><br><br>Int. 154,740 82<br>S.F. 17,329 95<br><br>172,070 77   | \$ cts.<br>3,037,520 58 | \$ cts.<br>2,806,000 00    | \$ cts.<br>3,252,000 00                        | \$ cts.<br>36 Vic., Cap. 62<br>43 do 17<br>45 do 47<br>47 do 9<br>49 do 19<br>50-51 do 41 | \$ cts.<br>446,000 00                            | If the amount of \$396,000 deducted from the debt under 51 Vic., Cap. 6, is taken from the sum of \$446,000 indicated as available, then the amount available will be \$50,000. The debt of the Commissioners amounting to \$723,000 redeemed under 36 Vic., Cap. 6, is not included in this statement. |          |

Certified,

JAMES WOODS,  
*Secretary-Treasurer.*

HARBOUR COMMISSIONERS' OFFICE,  
QUEBEC, 2nd January, 1892.

QUEBEC HARBOUR COMMISSION.

COMPARATIVE STATEMENT of the Revenue of the Commission for the years 1890 and 1891.

|                                 | 1890.     | 1891.     | Difference in 1891. |           |
|---------------------------------|-----------|-----------|---------------------|-----------|
|                                 | \$ cts.   | \$ cts.   | \$ cts.             |           |
| Tonnage dues.....               | 16,338 17 | 11,612 19 | 4,725 98            | Decrease. |
| Import do .....                 | 2,929 28  | 2,893 08  | 36 20               | do.       |
| Export do .....                 | 5,616 68  | 4,195 10  | 1,421 58            | do        |
| Harbour do .....                | 2,113 45  | 2,323 40  | 209 95              | Increase. |
| Property receipts .....         | 33,807 68 | 34,161 47 | 353 79              | do        |
| Interest.....                   | 702 79    | 809 61    | 106 82              | do        |
| Beach and deep water lots ..... | 1,977 37  | 1,977 37  | .....               | do        |
| Sundries.....                   | .....     | 232 60    | 232 60              | do        |
|                                 | 63,485 42 | 58,204 82 | 5,280 60            | Decrease. |



BALANCE SHEET of 31st December, 1891.

**DR.**

CR.

[illegible]

**JAS. WOODS,**  
*Secretary-Treasurer.*

We hereby certify that we have examined the books and vouchers of the Quebec Harbour Commission, for the year ending 31st December, 1891, and that the above is a correct copy of the balance sheet.

A. GABOURY, } *Auditors.*  
A. AHERN, }

QUEBEC, 10th January, 1892.



QUEBEC.  
STATEMENT of Assets and Liabilities per Balance Sheet of Date.

Dr.

Cr.

| 1891.<br>Dec. 31 | ASSETS.                                      | \$<br>cts. | 1891.<br>Dec. 31 | LIABILITIES.                    | \$<br>cts.   | \$<br>cts.   |
|------------------|--|------------|------------------|---------------------------------|--------------|--------------|
|                  | Real Estate—                                 |            |                  | Quebec Harbour debentures ..... | 3,529,000 00 |              |
|                  | Breakwater wharf .....                       | 220,634 93 |                  | Receiver-General .....          | 43,380 00    |              |
|                  | Point à-Carcy do .....                       | 276,522 31 |                  | Corporation for taxes .....     | 3,908 03     | 3,576,288 03 |
|                  | East India do .....                          | 48,562 99  |                  |                                 |              |              |
|                  | Grand Trunk do .....                         | 15,740 82  |                  | SURPLUS.                        |              |              |
|                  | Wellington do .....                          | 86,541 85  |                  | Composed as follows—            |              |              |
|                  | Atkinson's do .....                          | 51,103 20  |                  | Beach and deep water lots ..... | 54,706 31    |              |
|                  | Reynar's do .....                            | 9,918 29   | 709,003 89       | Profit and loss .....           | 226,915 56   | 281,621 87   |
|                  | <i>In re</i> Beach and Deep Water Lots—      |            |                  |                                 |              |              |
|                  | Capital at debit sundries .....              | 35,162 48  |                  |                                 |              |              |
|                  | Arrears of interest to 24th June, 1891 ..... | 8,801 48   |                  |                                 |              |              |
|                  | do do 24th Dec., 1891 .....                  | 988 68     | 44,952 65        |                                 |              |              |
|                  | Rents, Wharfage, &c —                        |            |                  |                                 |              |              |
|                  | Due by fund as per balance sheet .....       | 11,547 08  |                  |                                 |              |              |
|                  | Accrued but not yet due .....                | 1,708 28   | 13,255 36        |                                 |              |              |
|                  | Cash—  |            |                  |                                 |              |              |
|                  | On hand .....                                | 958 26     |                  |                                 |              |              |
|                  | In bank .....                                | 33,006 72  | 33,964 98        |                                 |              |              |
|                  | Dominion Government—                         |            |                  |                                 |              |              |
|                  | Lifting barge .....                          | 5,644 45   |                  |                                 |              |              |
|                  | Graving dock .....                           | 5,909 54   |                  |                                 |              |              |
|                  | Harbour improvements .....                   |            | 11,553 99        |                                 |              |              |
|                  | Jackscrews on hand .....                     |            | 3,037,520 58     |                                 |              |              |
|                  | Tools .....                                  |            | 394 87           |                                 |              |              |
|                  | Office furniture .....                       |            | 1,780 00         |                                 |              |              |
|                  | Anchor on hand .....                         |            | 3,471 57         |                                 |              |              |
|                  | Bills receivable .....                       |            | 90 00            |                                 |              |              |
|                  |  |            | 1,862 01         |                                 |              |              |
|                  |  |            | 3,857,909 90     |                                 |              | 3,857,909 90 |

JAS. WOODS, *Secretary-Treasurer.*

We hereby certify that we have examined the statement of Assets and Liabilities of the Quebec Harbour Commission, on the 31st December, 1891, and that we have found the same correct.

A. GABOURY,  
A. AHERN, } *Auditors.*

QUEBEC, 19th January, 1892.

## APPENDIX No. 19.

REPORT OF THE HARBOUR COMMISSIONERS OF TORONTO, FOR THE  
CALENDAR YEAR ENDED 31st DECEMBER, 1891.

SECRETARY of the Toronto Harbour Trust in Account with the Commissioners for 1891.

DR.

## GENERAL BALANCE SHEET.

CR.

| 1891.   |                               | \$ cts.   | 1891.   |                           | \$ cts.   |
|---------|-------------------------------|-----------|---------|---------------------------|-----------|
| Dec. 31 | Wharf property.....           | 43,073 72 | Dec. 31 | By Overdraft at bank..... | 40,649 03 |
| do 31   | Elevator.....                 | 10,250 00 | do 31   | Profit and loss.....      | 13,289 80 |
| do 31   | Office furniture.....         | 581 31    |         |                           |           |
| do 31   | Canadian Pacific Ry. balance. | 10 00     |         |                           |           |
| do 31   | Cash on hand.....             | 23 80     |         |                           |           |
|         |                               | 53,938 83 |         |                           | 53,938 83 |

We have examined the books, accounts and vouchers, and have compared the balance sheet as above with the books, &c., and we certify the same to be correct, and to represent a true statement of the affairs of the Trust to 31st December, 1891.

COLIN W. POSTLETHWAITE,  
*Deputy Harbour Master.*

MORGAN BALDWIN,  
*Harbour Master.*

C. B. GRASETT,  
W. R. HARRIS,  
*Auditors.*

A. B. LEE,  
J. H. G. HAGARTY,  
J. T. MATHEWS,  
THOS. ALLAN,  
R. H. GRAHAM,  
*Commissioners.*

TORONTO, 5th January, 1892.

## RECEIPTS and Expenditure of the Toronto Harbour Trust for the Year 1891.

| 1891.   | RECEIPTS.                     | \$ cts.   | 1891.   | EXPENDITURE.                  | \$ cts.   |
|---------|-------------------------------|-----------|---------|-------------------------------|-----------|
| Jan. 1  | Cash on hand.....             | 11 17     | Jan. 1  | Overdraft at Bank of Toronto. | 7,378 04  |
| Dec. 31 | Canadian Pacific Railway Co.  | 6,002 50  | Dec. 31 | Breakwater at Queen's Wharf.  | 39,598 50 |
| do 31   | Harbour dues.....             | 10,551 82 | do 31   | Dredging.....                 | 4,611 49  |
| do 31   | Fines.....                    | 40 00     | do 31   | Salaries.....                 | 2,600 00  |
| do 31   | Overdraft at Bank of Toronto. | 40,649 03 | do 31   | Interest.....                 | 1,304 30  |
|         |                               |           | do 31   | Office expenses and rent..    | 682 23    |
|         |                               |           | do 31   | Charges.....                  | 300 00    |
|         |                               |           | do 31   | Insurance.....                | 128 00    |
|         |                               |           | do 31   | Lights, buoys and beacons...  | 123 32    |
|         |                               |           | do 31   | Law expenses.....             | 192 82    |
|         |                               |           | do 31   | Printing and stationery.....  | 36 62     |
|         |                               |           | do 31   | Rep'g. house at Queen's Wharf | 21 60     |
|         |                               |           | do 31   | Address to Lady Macdonald..   | 15 00     |
|         |                               |           | do 31   | New furniture.....            | 237 10    |
|         |                               |           | do 31   | Registration.....             | 1 70      |
|         |                               |           | do 31   | Cash on hand.....             | 23 80     |
|         |                               | 57,254 52 |         |                               | 57,254 52 |

Audited and found correct.

C. B. GRASETT,  
W. R. HARRIS,  
*Auditors.*

TORONTO, 5th January, 1892.

## STATEMENT of Accounts in Detail.

| 1891.   | FURNITURE ACCOUNT.                                  | \$ cts.   | \$ cts.   |
|---------|---|-----------|-----------|
| Jan. 1  | Amount per ledger folio 197.....                    | 844 21    |           |
| Feb. 28 | New furniture per invoice.....                      | 159 10    |           |
| Mar. 10 | do do.....  | 78 00     |           |
|         |   | 1,081 31  |           |
|         | Amount written off on account of wear and tear..... | 500 00    | 581 31    |
|         | PROPERTY ACCOUNT.                                   |           |           |
| Jan. 1  | Amount per ledger folio 408.....                    | 43,072 02 |           |
| Feb. 25 | To cost of registering patent.....                  | 1 70      | 43,073 72 |
|         | INTEREST.   |           |           |
| Dec. 31 | To interest on overdraft at bank.....               |           | 1,304 30  |
|         | INSURANCE.  |           |           |
| Jan. 21 | To premium on lighthouses.....                      | 8 00      |           |
| July 31 | do elevator.....                                    | 120 00    | 128 00    |
|         | CANADIAN PACIFIC RAILWAY COMPANY.                   |           |           |
| Dec. 31 | To rent on elevator property.....                   | 3,000 00  |           |
| do 31   | do Queen's Wharf property and interest.....         | 3,002 50  |           |
|         | Balance due on account of interest.....             | 10 00     | 6,012 50  |
|         | DREDGING.   |           |           |
| Dec. 31 | R. McDonald, per contract.....                      | 3,760 00  |           |
| do 31   | F. B. McNamee do.....                               | 33 00     |           |
| do 31   | R. T. Sutton do.....                                | 250 00    |           |
| do 31   | Dry Dock Co. allowance.....                         | 200 00    |           |
| do 31   | Diver in Queen's Wharf channel.....                 | 48 00     |           |
| do 31   | K. Tulley, engineer's fees.....                     | 200 49    |           |
| do 31   | Check clerk, G. W. F. Shaw.....                     | 66 00     |           |
| do 31   | do T. F. Freeman.....                               | 54 00     | 4,611 49  |
|         | ELEVATOR.   |           |           |
| Jan. 1  | Amount per ledger folio 408.....                    |           | 10,250 00 |
|         | CHARGES.  |           |           |
| Jan. .. | Commissioners' fees.....                            | 250 00    |           |
|         | Auditors' fees.....                                 | 50 00     | 300 00    |
|         | PRINTING AND STATIONERY.                            |           |           |
| Mar. 10 | "Mail" account for 250 annual statements.....       | 17 50     |           |
| June 30 | do do bill heads and posters.....                   | 7 25      |           |
| Dec. 31 | Petty cash, ink, pens and stamps.....               | 11 87     | 36 62     |
|         | SALARIES.   |           |           |
| Dec. 31 | Morgan Baldwin, Harbour Master.....                 | 1,200 00  |           |
| do 31   | C. W. Postlethwaite, Deputy Harbour Master.....     | 800 00    |           |
| do 31   | Captain Taylor do do.....                           | 600 00    | 2,600 00  |

STATEMENT of Accounts in Detail—*Continued.*

| 1891. | LIGHTS, BUOYS AND BEACONS.                        | \$ cts.   | \$ cts.   |
|-------|---|-----------|-----------|
|       | Placing and raising buoys.....                    | 56 75     |           |
|       | Paints and oils, &c.....                          | 9 30      |           |
|       | Advertising for tenders.....                      | 13 50     |           |
|       | Gas for lighthouses.....                          | 77 54     |           |
|       | New water gauge.....                              | 35 00     |           |
|       | Repairing old gauge.....                          | 26 48     |           |
|       | Petty cash repairing vane and posting bills.....  | 4 75      |           |
|       |   | 223 32    |           |
|       | By cash from W. W. Department, per contract ..... | 100 00    | 123 32    |
|       | OFFICE EXPENSES.                                  |           |           |
|       | Rent.....   | 520 83    |           |
|       | Cost of removal.....                              | 12 50     |           |
|       | Fittings, gas and electric light.....             | 33 90     |           |
|       | Year's rental for two telephones.....             | 94 18     |           |
|       | Petty cash, water rate, frames, &c.....           | 20 82     |           |
|       |   |           | 682 23    |
|       | BREAKWATER AT QUEEN'S WHARF.                      |           |           |
|       | Medler & Arnot, per contract.....                 | 37,155 70 |           |
|       | K. Tulley, engineer's fees.....                   | 1,924 80  |           |
|       | Check clerk, D. P. Roos.....                      | 528 00    |           |
|       |   |           | 39,598 50 |

DR

PROFIT AND LOSS.

CR.

| 1891.                                    | \$ cts.   | 1891.                              | \$ cts.   |
|--|-----------|------------------------------------|-----------|
| Breakwater at Queen's Wharf.....         | 39,598 50 | Balance per ledger folio 411.....  | 46,799 36 |
| Dredging.....                            | 4,611 49  | Harbour dues for year.....         | 10,551 82 |
| Salaries.....                            | 2,600 00  | Canadian Pacific Railway—Rent..... | 6,012 50  |
| Interest.....                            | 1,304 30  | Fines, breach of by-laws.....      | 40 00     |
| Office expenses and rent.....            | 682 23    |                                    |           |
| Charges—Comm'rs' and auditors' fees..    | 300 00    |                                    |           |
| Insurance.....                           | 128 00    |                                    |           |
| Lights, buoys and beacons.....           | 123 32    |                                    |           |
| Law expenses and solicitors' fees.....   | 192 82    |                                    |           |
| Amount written off furniture account.    | 500 00    |                                    |           |
| Printing and stationery.....             | 36 62     |                                    |           |
| Repairs to house on Queen's Wharf....    | 21 60     |                                    |           |
| Address to Lady Macdonald.....           | 15 00     |                                    |           |
| Balance to credit of profit and loss.... | 13,289 80 |                                    |           |
|  | 63,403 68 |                                    | 63,403 68 |

Audited and found correct.

C. B. GRASETT,  
W. R. HARRIS,  
*Auditors.*

TORONTO, 5th January, 1892.

## COMPARATIVE STATEMENT.

Goods arrived per Steamer and Vessel for the Years 1890 and 1891.

| Description of Goods.    |          | 1890.   | 1891.   |
|--------------------------|----------|---------|---------|
| General merchandise..... | Tons     | 10,798½ | 11,779½ |
| Coal.....                | do       | 160,162 | 162,734 |
| Horses and cattle.....   |          | 454     | 283     |
| Grain.....               | Bush.    | 116,850 | 98,790  |
| Moulding stone.....      | Tons     | 5,641   | 5,375   |
| Building sand.....       | do       | 794     | 543     |
| Laths and hoops.....     |          | 100,000 | .....   |
| Cordwood.....            | Cords    | 564     | .....   |
| Lake stone.....          | Toise    | 3,172½  | 3,886   |
| Fruit.....               | Brls.    | 1,697   | 9,980   |
| do .....                 | Bxs.     | 4,223   | 9,425   |
| do .....                 | Bkts.    | 75,100  | 167,760 |
| do .....                 | Bags     | 59      | 183     |
| Lumber.....              | Ft. B.M. | 574,540 | 20,400  |
| Bricks.....              |          | 200,000 | 109,006 |

COLIN W. POSTLETHWAITE,

*Deputy Harbour Master.*

TORONTO, 5th January, 1892.

## FORTY-FIRST ANNUAL REPORT.

*To the Commissioners of the Harbour of Toronto :*

GENTLEMEN,—I have the honour to lay before you my annual report for the year 1891.

The ice left the bay on the 16th February, but reformed on the 1st March and people were skating on it the following day. It broke up and the bay was clear of ice on the 20th March and has remained open ever since, the present winter being exceptionally mild.

The first vessel to arrive was the "Coral" with stone, Capt. Blower, who received the customary hat. The last arrival was the prop. "T. D. Stinson," Capt. H. Maitland, from Charlotte with 442 tons coal for the Canada Coal Company, on the 14th December.

The number of arrivals at the port was 2,406, an increase of two over those of last year.

|                        | 1891  | 1890  | Increase. | Decrease. |
|------------------------|-------|-------|-----------|-----------|
| Steamers loaded.....   | 1,038 | 1,210 | ....      | 172       |
| "    light.....        | 8     | 1     | 7         |           |
| Propellers loaded..... | 137   | 80    | 57        |           |
| "    light.....        | 114   | 110   | 4         |           |
| Schooners loaded.....  | 1,068 | 960   | 108       |           |
| "    light.....        | 41    | 43    | ....      | 2         |

The number of vessels wintering in this harbour is 76, viz. : 17 schooners, 12 steamers, 9 steam yachts, 20 sail yachts, 10 ferries and tugs, 8 propellers and barges, 4 dredges and 16 scows.

As will be seen by the accompanying statements the cash receipts for the year, including cash on hand, are \$16,605.49. The ordinary expenditure for the same time was \$10,277.98, showing a credit balance of \$6,327.51.

An extraordinary expenditure on account of the western breakwater, amounting to \$39,598.50, has increased overdraft at the bank from \$7,378.04 on the 1st day of January,

1891, to \$40,649.03 on the 1st January, 1892. The bank holds \$50,000 worth of Harbour Commissioners' debentures as collateral security for this amount.

The quantity of coal received by vessel is 162,734 tons, anthracite. This is an increase of 2,602 tons as compared with last year.

The amount of coal received by rail, as per information obtained from the Custom House, is: bituminous 179,060 tons, anthracite 137,637 tons; total, by rail and vessel, 479,431 tons, an increase on last year's receipts of 18,148½ tons.

The work at the western channel, commenced last fall, has been finished according to the plans and specifications, though I am of the opinion that it needs one more crib at the east end, running south, to prevent the wash in at that point. The contractors, Medler & Arnot, have performed their work satisfactorily.

The commissioners were promised assistance in this work to the amount of \$20,000 by Sir Hector Langevin, but when he left office he omitted to leave any record in his office, which was very embarrassing to the commissioners; but upon laying the matter before the Acting Minister, the Hon. Frank Smith, and soliciting his assistance, he promised the board \$10,000 toward the work this year, and the order for the same, he informed me, some ten or twelve days ago, but so far the commissioners have not received the money.

The water has been very low this year, causing a good deal of trouble in the channels and at the wharves. As many people are under the impression that this state of the water is unprecedented, it may not be uninteresting to give some account of its annual rise and fall since the year 1854.

In the first place I may say that when Captain Richardson, the first harbour master, established his zero point at the Queen's Wharf the water was low, and I understand he did not think it would go lower. There was at that time at the end of the street leading down to the wharf nine feet of water from the surface to the bottom, and at that point he established his zero, and this has been continued ever since though there is not nine feet of water at that point now. From 1854 to 1864 the water kept above zero; in 1865 it reached zero on the 27th December and continued falling until 15th February when it reached 7 inches below; in 1866 the water rose to 20 inches above, on 17th June, fell to 12 above in October, then rose to 38 inches above zero, 17th June, 1867, fell to 5 below, on the 26th December and continued falling until 6th February, 1868, when it had reached 12 below; next year it rose to 18 inches above on 1st July, and fell in December to 1 below; on 5th February, it had fallen another inch, it then began to rise until 28th July when it was 27½ inches above, fell to 14 inches above on 8th November, then rose until it reached the highest we have on record, 47 inches above zero on the 6th May, 1870; fell to 12 above 29th December; fell to 7½ above in February, rose to 26 inches above 4th May, fell to 6½ below 29th December and continued falling until it reached 16½ inches above on the 19th March. It only rose that year, 1872, to 3½ inches above 22nd June, fell on 23rd December to 12½ below, it then rose and on the 26th May was 23 inches above, fell by 22nd November to 5 above, then rose until 11th June when it was 29 above; 30th December it was 5 below, 17th February it was 15 below. Next year the highest water was on the 24th June, 12 inches above; 17th December it was 4 below, then rose and reached 41 inches above on 8th July, fell until February, 1877, to 4½ inches above, rose on the 28th April to 18½ above, fell on 18th November to 1½ below, rose on the 14th December to 25 inches above; the next year, 1879, the water fell on 30th October to 7½ below, rose on the 4th June 19 above, 31st December it was 7 below; 8th July, 1881, the water stood 15 inches above, and on the 7th December 7 below; June, 1882, 29½ above; 7th December, 2 below; 1883, 16th July, 37 inches above; 27th December 11 above; May, 1884, 40 above, 14th November 9 inches above; fell to 4 above on 10th March, rose again to 34 above on 7th August, fell to 23 above 3rd December; then rose and reached its second highest record, 46 inches above zero, on 10th May, 1886; 19th January, 1887, fell to 12½ above and did not fall below zero until November, 1889, when it was 1 below; 21st June, 1890, 37 inches above, then fell 26 inches; this year, 1891, the highest water was 29 inches above on the 2nd May, touched 13½ below on the 16th December and continued below zero for the balance of the year. The average for the year being 11½ above zero.

In my last year's report I mentioned that the contractors, Messrs. Conlon, had repudiated their agreement at the final certificate and that the money had been paid into court. The case came up early in the year and the commissioners were sustained.

The range lights on the Queen's wharf and the Island light were lighted on the 13th March, 5 days later than last year, and were discontinued on the 16th December, 3 days later than last year.

The buoys were placed in the Western Channel on the 30th March, those round the Point on the 8th April, in the Don Channel on the 17th April. The buoys were all taken in by 25th December.

On 17th January the harbour office was removed from Bay Street to the present position, Board of Trade Building, and seems to give satisfaction to all concerned.

The following Government work at the Island has been done under the supervision of E. B. Temple, Esq., the engineer in charge. 1,253 lineal feet of the breakwater on the lake front has been further protected by large stone, making up to the present time, 5,603 feet fully completed.

1,000 feet of the breakwater on the Bay side has been further protected by small stone.

A crib was sunk at the west end of the work to protect the beach from the sea at that point.

The contractors for the works in the Eastern Channel have now 27 cribs placed in position and 10 other cribs in different stages of completion. 650 feet lineal of super-structure was constructed and filled with stone.

A channel was kept open during the season of navigation and was used by vessels. The fog horn was blown on thirty-three days this year.

I have much pleasure in testifying to the zeal and ability with which my deputies, Mr. C. W. Postlethwaite and Capt. Taylor, have discharged their respective duties. All which is respectfully submitted.

MORGAN BALDWIN,  
*Harbbur Master.*

4th January, 1892.

TORONTO HARBOUR WORKS.

TORONTO, 9th January, 1892.

SIR,—I have the honour to report that the following quantities of dredging were done at the slips, and the Western and Don Channels. The contractors were Messrs. Manning & Macdonald, and the price was 12½ cents per cubic yard.

|   |       |              |
|---|-------|--------------|
| Rogers' slip, near Berkeley Street . . . . .    | 4,026 | cubic yards. |
| Reid's " " " " . . . . .                        | 800   | "            |
| Don Channel . . . . .                           | 5,300 | "            |
| Ontario Coal Co's slip, Church Street . . . . . | 1,000 | "            |
| Snarr's " " " " . . . . .                       | 450   | "            |
| Princess Street slip . . . . .                  | 6,600 | "            |
| Conger Co.'s slip . . . . .                     | 100   | "            |

|            |        |
|------------|--------|
| Total..... | 18,276 |
|------------|--------|

Besides sundry days work at the western and Don channels, making a total of \$1,608.50 for days' work. The work on the Breakwater was continued by the contractors, Messrs. Medler & Arnot, during the past season. and completed on the date specified, viz., 1st November last. The Breakwater is 1,534 feet 6 inches in length, 20 feet in width, and 21 feet in height, filled with stone, 8 feet from the bottom to the level of 15 feet, the end cribs having been filled to the planking. The channel is 354 feet in width between the Queen's Wharf and the Breakwater, the depth of water being 14 feet when the lake level is 2 feet above zero. The Hon. Frank Smith, Acting Minister of Public Works, and the Hon. Mackenzie Bowell, Acting Minister of Railways and Canals, accompanied

by the Deputy Minister and Acting Engineer of Public Works, inspected the Breakwater recently and expressed their approval of the work.

During an easterly gale in the autumn, before the work was completed, I counted no less than seven vessels moored alongside the Queen's Wharf, instead of anchoring, as usual, in the lee of the Island, thereby proving that the improvement affords a safe harbour of refuge during easterly gales. I would also remark that the lake level during the month of November was the lowest on record, the average being about nine inches below zero.

In connection with the annual expense of dredging, I would call the attention of the Trust to the following table of sewage discharge, and list of sewers extracted from the report of the City Engineer, Mr. G. Cunningham, dated 23rd November, 1891.

| Location of Sewer.       | Size of Sewers.           | Population. | Cubic Feet per Day. |
|--------------------------|---------------------------|-------------|---------------------|
| Garrison Creek.....      | 7 ft. 6 in. diameter..    | 39,014      | 400,450             |
| Yonge Street.....        | 3 ft. 6 in. x 5 ft. ....  | 17,186      | 305,683             |
| Fort Rouille Street..... | 3 ft. 9 in. x 2 ft. 6 in. | 3,168       | 45,072              |
| Bay Street.....          | 2 ft. x 3 ft. ....        | 572         | 24,105              |
| Sherbourne Street.....   | 2 ft. 6 in. x 5 ft. ....  | 4,595       | 49,016              |
| Berkeley Street.....     | 2 ft. x 3 ft. ....        | 1,045       | 15,682              |
| Dufferin Street.....     | 3 ft. 9 in. x 2 ft. 6 in. | 6,160       | 82,800              |
| Bathurst Street.....     | 3 ft. 9 in. x 2 ft. 6 in. | 11,125      | 103,046             |
| Church Street.....       | 2 ft. 8 in. x 4 ft. ....  | 6,368       | 96,768              |
| Rosedale Creek.....      | 6 ft. 6 in. diameter..    | 8,732       | 118,440             |
| Parliament Street.....   | 3 ft. 6 in. x 5 ft. ....  | 9,832       | 116,395             |
| Cherry Street.....       | 2 ft. 8 in. x 4 ft. ....  | 11,300      | 102,153             |
| Queen Street East.....   | 2 ft. 4 in. x 3 ft. 6 in. | 7,238       | 101,616             |
| Brock Street.....        | 4 ft. x 5 ft. 6 in. ....  | 14,213      | 168,624             |
| Simcoe Street.....       | 4 ft. 3 in. diameter...   | 19,265      | 135,043             |
| Eastern Avenue.....      | 2 ft. x 3 ft. ....        | 1,166       | 12,720              |
| Carlaw Avenue.....       | 18 in. diameter.....      | 1,040       | 11,520              |
| Smaller drains.....      | Various sizes.....        | 10,933      | 172,600             |
| Totals .....             | .....                     | 181,220     | 2,150,401           |

In addition to the above, there are sundry drains discharging into the River Don which are not mentioned, unless included in the smaller drains in the table of sewage. The discharge of 2,150,401 cubic feet per day amounts to 13,404,415 gallons, about the average daily water supply. According to an estimate made by H. M. Cadell, Esq., of Grange, read before the Royal Scottish Society of Arts, 27th April, 1891, on the International system of water and sewage purification, 1,000,000 gallons of sewage will produce 26 tons of moist sludge, or 3 tons of dried sewage manure. Assuming that about one-third of the city daily discharge would be sewage, say 4,000,000 gallons, the total solid matter discharged into Toronto Bay and vicinity would be about 12 tons per day, or 4,380 tons annually for a population of 181,220. I do not consider this to be an excessive estimate, as the dredging from the various slips and Don Channel this year amounted to about 20,000 cubic yards, and in addition, the city dredged the Yonge, Church, and other slips at the outlets of the sewers, about 5,000 cubic yards, making in all 25,090 cubic yards, a moderate annual estimate.

Owing to the rapidly increasing population of the city, the sewage discharge is becoming a very important and expensive matter. I concur in the opinion expressed by the city engineer in his recent report respecting the reclamation of Ashbridge's Bay, that provision should be made for the construction of the proposed trunk sewer, by means of which the annual sewage discharge would be carried into the lake in an easterly direction, and the bays freed from this unhealthy and foul pollution.

I remain, your obedient servant,

KIVAS TULLY,  
*Engineer.*

A. B. LEE, Esq.,  
Chairman Toronto Harbour Commissioners.



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## APPENDIX No. 20.

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### REPORT OF THE HARBOUR COMMISSIONERS OF BELLEVILLE FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1891.

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BELLEVILLE, 11th January, 1892.

The Honourable  
The Minister of Marine and Fisheries,  
Ottawa.

SIR,—The Harbour Commissioners of the city of Belleville beg to submit herewith a statement of the receipts and expenditure in connection with the harbour of Belleville for the year, ending the 31st December, 1891.

It will be observed that the receipts from harbour dues are considerably less than last year for the reasons explained by the harbour master in his annual report enclosed herein.

The death of the late harbour master, Alexander Waters, which occurred early in the year, necessitated the appointment of a successor to that office. The harbour commissioners, after carefully looking into the qualifications of a number of applicants, gave the position to the present officer Daniel Collins, at the annual salary of five hundred dollars.

Mr. Collins has entered into bonds (himself in one thousand dollars and two other sureties of five hundred dollars each) for the faithful performance of his duties.

In continuation of the work for the protection of the shores of Mill Island, which was begun in the autumn of 1890, and designated Mill Island Improvement, the harbour commissioners beg to say that considerable progress has been made during the past year, and that it is now approaching completion.

The work has been done in a substantial and also economical manner, and, they think, will be the means of preventing any further waste from the Island into the harbour.

A description of this work by the superintendent, Mr. W. W. Lee, is herewith enclosed, and which the commissioners trust will meet with your approval.

I have the honour to be, sir,

Your obedient servant,

GEO. WALLBRIDGE,

*Chairman Board of Harbour Commissioners, Belleville.*

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DOMINION OF CANADA,  
PROVINCE OF ONTARIO,  
County of Hastings.  
To wit:

I, George Wallbridge, of the city of Belleville, in the  
County of Hastings, merchant, do solemnly declare:—  
1. That I am Chairman of the Harbour Commis-  
sioners of Belleville.

2. That hereunto annexed is a statement of the receipts and expenditures of the Harbour Commissioners of Belleville for the year ending 31st December, 1891.

3. That the said statement is true and correct as therein set forth.

4. That nothing is wilfully omitted therefrom which should be stated therein, or improperly inserted therein, to the best of my knowledge, information and belief.

And I make this solemn declaration conscientiously believing the same to be true,  
and by virtue of the "Act respecting Extra-Judicial Oaths."  
Declared before me at the city of Belleville,  
in the County of Hastings, this 13th  
day of January, in the year of our  
Lord 1892. GEO. WALLBRIDGE.  
J. PARKER THOMAS,  
Notary Public.

STATEMENT of the Receipts and Expenditure of the Harbour Commissioners of  
Belleville, for the year ending 31st December, 1891.

Dr. Cr.

| Receipts.  | \$ cts.  | Expenditure.  | \$ cts.  |
|--|----------|---|----------|
| Harbour dues collected for the year, as<br>per Harbour Master's statement... | 2,678 29 | Piers and buoys—Removing piers from<br>river channel and replacing same,<br>also placing of buoys ..... | 168 75   |
| Interest on balance in bank. ....  | 81 47    | Mill Island Improvement B—<br>Material placed upon island<br>from dredging... ..\$1,662 82              |          |
|  |          | Labour act. and supplies .. 593 98  | 2,256 80 |
|  |          | Salaries—<br>Harbour Master (for 9 mos.) 366 68   |          |
|  |          | Tally clerk (passing logs<br>through the booms)..... 109 00   | 475 68   |
|  |          | Office Expenses—<br>Ground rent (for office)... 5 00  |          |
|  |          | Stationery, printing..... 3 95  |          |
|  |          | Postage, &c..... 11 45  |          |
|  |          | Fuel..... 4 00  | 24 40    |
|  | 2,759 76 |   | 2,925 63 |
| Balance on hand 1st January, 1891....  | 3,729 77 | Balance on hand (deposited in bank)...  | 3,563 90 |
|  | 6,489 53 |   | 6,489 53 |

PROVINCE OF ONTARIO, } In the matter of the Report of the Harbour  
DOMINION OF CANADA, } Master of the city of Belleville for the year ending  
County of Hastings. } 31st December, 1891.  
To Wit :  
I, Daniel Collins, of the city of Belleville, in the County of Hastings, Harbour  
Master, do solemnly delare that :—  
1. That I am Harbour Master at the city of Belleville.  
2. That my report hereunto annexed contains a true, correct and full statement of  
the revenue from the harbour at the city of Belleville for the year ending on the 31st  
December, 1891.  
3. That the said report is in all other respects true and correct to the best of my  
knowledge, information and belief.  
And I make this solemn declaration conscientiously believing the same to be true,  
and by virtue of the "Act respecting Extra-Judicial Oaths."  
Declared before me at the city of Belle-  
ville, in the County of Hastings, this  
13th day of January, in the year of  
our Lord 1892. D. COLLINS.  
J. PARKER THOMAS,  
Notary Public.  
203

The Honourable

The Minister of Marine and Fisheries.

SIR,—The undersigned, Harbour Master of the city of Belleville, begs to submit the following report for the year ending 31st December, 1891:—

|  |            |
|--|------------|
| Import dues on 14,062 tons coal.....                                       | \$1,406 20 |
| “ “ 3,384½ tons gen. mdse.....   | 338 82     |
| Calling dues on schooners and barges, to 1st July.....                     | 28 00      |
| “ “ steamers, to 1st July.....   | 102 00     |
| Export dues on 163,084 bush grain.....                                     | 203 85     |
| “ “ 342½ tons mdse.....  | 34 28      |
| Harbour dues on logs, &c., passing through boom.....                       | 565 14     |
|  | <hr/>      |
|  | \$2,678 29 |
| Harbour dues for logs, &c., due by Messrs. Gilmour & Co.,<br>Trenton ..... | \$386 60   |
| Total dues from imports.....   | \$1,875 02 |
| “ “ exports.....   | 238 13     |
| “ “ logs, &c.....  | 951 74     |
|  | <hr/>      |

\$3,064 89

It will be observed that the dues are considerably less than usual this season. This is largely due to the very low water this season in our rivers preventing the logs, &c., reaching our harbour.

The dues from this source being only \$951.74 as compared with \$1,983.29 last season. Another cause for the decrease in the revenue from the harbour can be accounted for by the large quantities of grain, eggs, and other produce being sent by rail to Montreal for shipment to Great Britain, instead of (as in former years) being sent by vessel to ports in the United States.

As one of the results of opening of the Murray Canal, the large steamers of the Richelieu and Ontario Navigation Co. have during the past season been calling regularly at this port on their trips westward.

On account of the unusually low water, however, some difficulty has arisen with those and other large vessels in entering and leaving the harbour, which may be obviated by dredging; by so doing it will enable them to make better time and perhaps induce them to call on their trips eastward, which would be a great convenience to the citizens of Belleville.

All of which is respectfully submitted.

I have the honour to be, sir,

Your obedient servant,

D. COLLINS,

*Harbour Master.*

BELLEVILLE, 31st December, 1891.

BELLEVILLE, 1st January, 1892.

GEO. WALLBRIDGE, Esq.,  
Chairman, the Board of Harbour Commissioners,  
Belleville, Ont.

DEAR SIR,—Herewith I beg to hand you a report showing work done at Mill Island during year ending 31st December, 1891.

The part completed is about 1,500 lineal feet in length. The uncompleted part is about 500 feet in length.

In forming this embankment for the protection of Mill Island all debris was removed, and the bank proper was built on a solid gravel foundation. This applies to all

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the westerly side of the island and around the lower end of the island to station No. 23 on the easterly side.

From station No. 23 on the easterly side going north, we utilized the old cribbing for foundation. This was done by removing all debris and stripping all the old cribbing down to extreme low water mark (exceptionally low this season), then removing floor of cribs, and filling the whole crib solid with stone; the embankment was then built on top of cribbing, the whole forming a very solid and permanent embankment.

The whole of the embankment is still further protected by a heavy rip-rap wall, varying from 5 to 8 feet in width at bottom with an uniform width of 3 feet on top.

The incomplete part on easterly side of island is finished on an average of 3 feet 6 inches above low water mark, so that when we can get material this coming season a few days will complete the embankment proper.

Between stations Nos. 13 and 12, on the easterly side of island, the old crib work extends northerly to the extreme north end of island, and thence down the westerly side to station No. 3.

Acting under your instructions, this old crib work will be cleared of all debris and the floor of cribs removed and then filled with stone.

A considerable quantity of the work is already done, beginning at stations 13 and 12, working towards the north end of island.

The old mill has been completely removed, and the suitable stone in same was used for rip-rap, the balance being used to make up the embankment.

All of which is respectfully submitted.

Your obedient servant,

W. W. LEE,

*Superintendent.*

## APPENDIX No. 21.

### REPORT OF THE HARBOUR COMMISSIONERS OF THREE RIVERS, FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1891.

SECRETARY'S OFFICE,

THREE RIVERS, 15th March, 1892.

SIR,—I have the honour, by the direction of the Harbour Commissioners of Three Rivers, to forward herewith, for the information of the honourable the Minister of Marine, statements of receipts and disbursements of the Commission for the year ended 31st December, 1891; also, a comparative statement of trade and navigation of the port during the same year.

I have the honour to be, sir,

Your obedient servant,

GEORGE BALCER,

*Secretary.*

WM. SMITH, Esq.,  
Deputy Minister of Marine,  
Ottawa.

#### STATEMENT of Receipts and Disbursements.

##### RECEIPTS.

|  |    |             |
|--|----|-------------|
| From the Collector of Customs, Three Rivers— |    |             |
| Harbour dues on goods, inwards.....          | \$ | 640 96      |
| do do outwards.....                          |    | 711 33      |
| Tonnage dues on vessels.....                 |    | 664 45      |
| Moorage do .....                             |    | 112 60      |
|  |    | \$ 2,129 34 |
| Local traffic—                               |    |             |
| Harbour dues on goods, inwards.....          | \$ | 74 83       |
| do do outwards.....                          |    | 196 02      |
| Tonnage dues on vessels .....                |    | 262 64      |
| Commutation on goods and vessels.....        |    | 1,063 00    |
| Rent of wharves and moorage.....             |    | 805 34      |
|  |    | 2,401 83    |
| Total receipts.....                          | \$ | 4,531 17    |

##### EXPENDITURE.

|   |    |             |
|---|----|-------------|
| Salaries of officers.....                     | \$ | 1,530 00    |
| Rent, fuel, office expenses and sundries..... |    | 514 08      |
| Printing expenses .....                       |    | 63 68       |
| Travelling.....                               |    | 6 90        |
| Enquête on live stock export trade.....       |    | 50 45       |
| Collection refunded.....                      |    | 282 45      |
|   |    | \$ 2,447 56 |
| Construction and properties' account—         |    |             |
| Interest on Dean's wharf.....                 | \$ | 630 00      |
| Repairs to do .....                           |    | 147 22      |
| do Commissioner's wharf.....                  |    | 446 02      |
|   |    | 1,223 24    |
| Total expenditure.....                        | \$ | 3,670 80    |

| DR.     |                                   |       |      | BALANCE SHEET. |      |         |                                       | CR.   |      |       |      |
|---------|-----------------------------------|-------|------|----------------|------|---------|---------------------------------------|-------|------|-------|------|
| 1891.   |                                   | \$    | cts. | \$             | cts. | 1891.   |                                       | \$    | cts. | \$    | cts. |
| Jan. 1  | Deposit in Bank.....              | 1,698 | 75   |                |      | Dec. 31 | Expenses for admin-<br>istration..... | 2,165 | 11   |       |      |
|         | Cash on hand .....                | 47    | 84   |                |      | do 31   | Expenses for harbour<br>works .....   | 593   | 24   |       |      |
|         |                                   |       |      | 1,746          | 59   | do 31   | Interest on Dean's<br>wharf .....     | 630   | 00   | 3,388 | 35   |
| Dec. 31 | Harbour dues collect-<br>ed ..... |       |      | 4,531          | 17   | do 31   | Collection refunded..                 | 2,511 | 46   | 282   | 45   |
|         |                                   |       |      |                |      | do 31   | Deposit in bank. ....                 | 95    | 50   |       |      |
|         |                                   |       |      |                |      | do 31   | Cash on hand.....                     |       |      | 2,606 | 96   |
|         |                                   |       |      | 6,277          | 76   |         |                                       |       |      | 6,277 | 76   |

STATEMENT of Number and Tonnage of Sailing Vessels and Steamers entered Inwards and Outwards at the Customs Port of Three Rivers for the year ending 1891.

| Return of Vessels Inwards.         |     |          | Return of Vessels Outwards.   |     |          |
|------------------------------------|-----|----------|-------------------------------|-----|----------|
|                                    | No. | Tonnage. |                               | No. | Tonnage. |
| Total of vessels arrived.....      | 21  | 23,737   | Total of vessels cleared..... | 21  | 23,737   |
| Number of steamers.....            | 9   | 11,283   | Number of steamers. ....      | 9   | 11,283   |
| do sailing vessels.....            | 12  | 12,454   | do sailing vessels.....       | 12  | 12,454   |
| Nationality.                       |     |          | Nationality.                  |     |          |
| British and Canadian steamers..... | 8   | 9,783    | Scandinavian.....             | 9   | 9,623    |
| do sailing vessels.....            | 3   | 2,831    | French steamers.....          | 1   | 1,500    |
| Sailing from.                      |     |          | Sailing for.                  |     |          |
| Inland ports.....                  | 6   | 8,535    | Great Britain.....            | 16  | 18,398   |
| Lower Provinces.....               | 4   | 4,253    | Lower Provinces.....          | 3   | 3,002    |
| Great Britain.....                 | 4   | 4,070    | Canadian ports.....           | 1   | 1,500    |
| Scandinavian.....                  | 4   | 3,700    | Newfoundland.....             | 1   | 837      |
| France.....                        | 2   | 2,003    |                               |     |          |
| Brazil.....                        | 1   | 1,176    |                               |     |          |

LOCAL TRAFFIC.

|                                   | Number. | Tonnage. |
|-----------------------------------|---------|----------|
| Bateaux, not registered .....     | 202     | .....    |
| Schooners.....                    | 14      | 800      |
| Barges .....                      | 65      | 6,391    |
| Steamboats .....                  | 64      | 6,815    |
| American barges, canal boats..... | 122     | 11,542   |
|                                   | 467     | 25,548   |

Richelieu and Ontario Company's steamboats and local boats not included.

|  | \$      | \$      |
|--|---------|---------|
| The aggregate volume of trade for 1891 amounted to \$931,000.    |         |         |
| Divided into :—  |         |         |
| Exports .....  |         | 794,496 |
| Imports .....  |         | 136,515 |
| As against a total of \$982,981 in 1890 and \$1,023,692 in 1889. |         |         |
| The exports are divided as follows :—                            |         |         |
| To the United States—  |         |         |
| 28,041,000 feet lumber .....                                     | 25,233  |         |
| 431 tons square timber .....                                     | 1,658   |         |
| 12,238,000 shingles .....  | 25,233  |         |
| Telegraph poles .....  | 2,829   |         |
| Laths .....  | 2,101   |         |
| 19,000 railroad ties .....                                       | 12,978  |         |
| Other lumber .....   | 571     |         |
| 1,221 cords hemlock bark .....                                   | 7,401   |         |
| 6,138 do pulp wood .....   | 22,725  |         |
| 9,676,464 tons wood pulp .....                                   | 73,061  |         |
| 7,090 tons hay .....   | 63,796  |         |
| 51 horses .....  | 5,588   |         |
| 11,429 sheep .....   | 31,653  |         |
| Wool .....   | 2,444   |         |
| 64,331 bushels potatoes .....                                    | 30,497  |         |
| Hides and furs .....   | 4,431   |         |
| Minerals .....   | 5,861   |         |
| Other products of the farm .....                                 | 742     |         |
| Household effects and divers .....                               | 8,766   |         |
|  |         | 569,065 |
| To Great Britain—  |         |         |
| 5,578,500 feet pine deals .....                                  | 93,574  |         |
| 13,222,500 do spruce deals .....                                 | 118,569 |         |
| 205,000 do boards .....  | 4,278   |         |
|  |         | 216,421 |
| To Germany—  |         |         |
| Furs .....   |         | 4,800   |
| To Newfoundland—   |         |         |
| Horses, provisions and shanty riggings .....                     |         | 4,200   |
|  |         |         |
| Total exports .....  |         | 794,486 |
| The imports are :—   |         |         |
| From the United States—  |         |         |
| Flour and provisions .....                                       | 2,329   |         |
| 2,650 tons anthracite coal .....                                 | 9,743   |         |
| Coke .....   | 2,118   |         |
| Pig iron .....   | 2,160   |         |
| Moulders' sand and clay .....                                    | 947     |         |
| Hardware and machinery .....                                     | 3,258   |         |
| Railroad implements .....  | 12,705  |         |
| Electric light implements .....                                  | 1,516   |         |
| Brass, &c. ....  | 540     |         |
| Leather and leather goods .....                                  | 7,647   |         |
| Hides and furs .....   | 1,022   |         |
| Drugs and chemicals .....  | 3,368   |         |
| Paper, books and prints .....                                    | 1,449   |         |
| Fancy goods .....  | 1,226   |         |
| Dry goods .....  | 2,267   |         |
| Tobacco .....  | 99      |         |
| Settlers' effects .....  | 15,930  |         |
| Divers .....   | 1,016   |         |
|  |         | 69,340  |
| From Great Britain—  |         |         |
| Dry goods .....  | 22,581  |         |
| Leather and leather goods .....                                  | 6,856   |         |
| Military outfits .....   | 900     |         |
| Furs .....   | 541     |         |
| Divers .....   | 245     |         |
|  |         |         |
| From Lower Provinces—  |         |         |
| 9,583 tons coal .....  |         | 31,123  |
|  |         |         |
| From France—   |         |         |
| Books .....  | 1,870   |         |
| Church ornaments .....   | 260     |         |
| Furs .....   | 1,170   |         |
| Fancy goods .....  | 443     |         |
| Brandy .....   | 575     |         |
| Wine .....   | 153     |         |
| Champagne .....  | 41      |         |
| Divers .....   | 150     |         |
|  |         | 4,662   |

| The Imports—Continued. | \$    | \$      |
|------------------------|-------|---------|
| From Holland—          |       |         |
| Gin .....              |       | 2,053   |
| From Austria—          |       |         |
| Leather .....          | 1,210 |         |
| Furs .....             | 520   |         |
| Wine .....             | 75    |         |
|                        |       | 1,805   |
| From Germany—          |       |         |
| Leather .....          | 498   |         |
| Machinery .....        | 242   |         |
| Fancy goods .....      | 155   |         |
| Wine .....             | 229   |         |
| From Spain—            |       |         |
| Wine .....             |       | 1,115   |
|                        |       | 305     |
| Total imports .....    |       | 136,515 |
| RECAPITULATION.        |       |         |
| Exports .....          |       | 794,486 |
| Imports .....          |       | 136,515 |
| Total .....            |       | 931,001 |

The products of the forest and its manufactures exported during the season 1891 amounted in value to about \$650,000.

Out of the total quantity of lumber turned out by our sawmills, the exports amounted to 47,047,000 feet B.M., as against 46,847,000 in 1890, and 42,778,000 in 1889.

Our trade with Great Britain, as to quantity at least, showed a slight decrease during the season, and no direct shipments were made to South America or any other foreign port. The quantity shipped to the United States, however, showed a decided increase.

Unfortunately, for want of sufficient wharf accommodation to meet the requirement of the trade and provide proper piling ground for lumber for export by sea from mills in the vicinity and also from the Ottawa, we were compelled to rely on our own limited resources, and in several instances to forward considerable quantities to other ports for final shipment. The amount of such shipments is not included in our exports.

As sawn lumber was shipped in larger quantities to the United States (28,000,000 feet in 1891, as against 20,000,000 in 1890) and as pulp wood and manufactured pulp increased in volume of export about 33 per cent, there is every prospect that this increase will be maintained and probably exceeded during the season of 1892.

In connection with our exports to the United States an incident occurred, explaining the difficulties of securing direct trade relations with certain foreign countries. A Cuban merchant purchased in the latter part of the season some 700,000 feet of lumber for Cuba and shipped it by canal boats *via* New York. In answer to our remarks as to the cost of such transport, he claimed not only saving in freight from Three Rivers to New York but saving duties as well, as by existing treaties lumber from the United States is admitted free of duty into Cuba, whereas a heavy duty is charged on Canadian lumber.

The very large falling off in our export of hay to the United States—7,090 tons, of the value of \$63,796, as against 31,735 tons valued at \$235,117 in 1890—is rather disappointing. It not only reduces the value of our transaction with the United States, but accounts for the difference in the aggregate volume of our import and export trade; which, otherwise, would show for 1891 a figure never previously attained.

Our chief agricultural staple was thus obliged to seek another market which is found in the requirements for home consumption—especially Montreal: 24,000 tons; Quebec, 4,000 tons; Ontario about 11,000 tons; the lower provinces about 4,000, &c., bringing the shipment up to some 50,000 tons, of the value of about \$450,000.

The transactions in our two principal staples, lumber and hay, thus figure up to more than a million dollars.



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The imports of coal from the lower provinces remained about stationary, pending final arrangements with the Canadian Pacific Railway, as to large imports during the coming season.

The other lines of exports maintained their ordinary figures. We may mention that our industrial staples, boots and shoes, gloves, iron castings, silver plating, &c., show a large volume of trade, especially in the sister provinces of the Dominion.

Our glove manufactures, for instance, finding ready sales in all the larger business centres, from Halifax to Vancouver and Victoria on the Pacific.

We may also add that the local trade of our city has been well maintained during the season 1891.

The Canadian Pacific Railway receiving 22,370 tons of goods and shipping 16,860 tons. The Grand Trunk Railway receiving 8,470 tons and shipping 4,600 tons. The Richelieu and Ontario line of steamers, 4,500 and 800 respectively, forming a total of 57,587 tons. Beside the bulk of freight received and shipped by some 300 barges and other river crafts, the exact amount of which can never be fully ascertained.

Respectfully submitted,

GEORGE BALCER,

*Secretary-Treasurer Three Rivers Commission.*

WM. SMITH, Esq.,

Deputy Minister of Marine and Fisheries,  
Ottawa.

**APPENDIX No. 22.**

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**REPORT OF THE PILOTAGE AUTHORITY OF NORTH SYDNEY, C.B.,  
FOR THE YEAR ENDED 31st DECEMBER, 1891.**

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NORTH SYDNEY, 1st Feb., 1892.

SIR,—I have the honour of enclosing you the Harbour Commissioners' report for 1891, which I trust you will find in order.

I have the honour to be, sir,

Your obedient servant,

GEO. W. WILSON.

WILLIAM SMITH, Esq.,  
Deputy Minister of Marine,  
Ottawa.

# REPORT OF THE HARBOUR COMMISSIONERS OF NORTH SYDNEY, C.B., FOR 1891.

30th January, 1892.

Hon. CHAS. H. TUPPER, M.P.,  
Minister of Marine and Fisheries,  
Ottawa.

SIR,—In accordance with the provisions of section 4 of 42 Victoria, chapter 30, we have the honour to submit our report for the year 1891. There is a continued increase in the coal shipments, as will more fully appear by reference to the harbour master's report annexed.

The coal shipments for the harbour last year reached 551,200 tons as against 147,051 tons in 1879. The tonnage arrivals for the year were 515,215 tons, compared with 245,220 in 1879. Of the above tonnage 175,353 tons paid 1 cent per ton dues. The vessels clearing for Victoria, International and Sydney are exempted from harbour dues.

During the year a large quantity of stone was deposited on the eastern side of the deep water works on the North Bar, and a considerable space filled in at a very small cost, which filling tends to protect the harbour from the wash of the North Bar. The commissioners being now in funds purpose repairing the breach between these works and the shore during the coming season.

The receipts and disbursements for 1891 were as follows:—

| RECEIPTS.                              | \$ cts.  | DISBURSEMENTS.  | \$ cts.  |
|--|----------|---|----------|
| To Cash on hand from last year.....    | 1,269 23 | By Harbour master's salary, G. B. Moffatt                                       | 400 00   |
| Receipts from the collector of customs | 1,753 53 | do boat-hire .....  | 50 00    |
|  |          | A. C. Bertran's account, printing ..  | 22 00    |
|  |          | Chas. Cann's acct., handling ballast.   | 6 75     |
|  |          | Phil. McDonald's account, handling ballast.....                                 | 20 25    |
|  |          | John McDonald's account, working on breakwater.....                             | 10 00    |
|  |          | Kenneth McQuinn's account, working on breakwater.....                           | 1 40     |
|  |          | Ed. McDonald, wheelbarrow box. ....   | 14 50    |
|  |          | 1 shovel.....   | 0 80     |
|  |          | Stationery, 1 book.....   | 0 35     |
|  |          | Chairman's account, M. J. Phoran, salary.....                                   | 150 00   |
|  |          | J. R. Lithgow's account, for interest.  | 210 00   |
|  |          | Bank charges, remitting.....  | 0 52     |
|  |          | Secretary's account, G. H. Dobson, salary.....                                  | 250 00   |
|  |          | Treasurer's account, W. H. Moore, commission on \$1,753.53, at 5 per cent ..... | 87 67    |
|  |          | Balance.....  | 1,798 52 |
|  | 3,022 76 |   | 3,022 76 |
| To Balance.....                        | 1,798 52 |   |          |

We have the honour to be, sir,

Your obedient servants,

M. J. PHORAN,  
M. C. MOORE,  
GEO. H. DOBSON.



## COAL EXPORTS.

THE following is a Statement of the Coal Shipments from the Harbour, embracing all the Mines, since 1881.

| Year.     | Sydney Mines. | Victoria. | Inter-national. | Old Bridgeport. | Reserve. | Totals. |
|-----------|---------------|-----------|-----------------|-----------------|----------|---------|
| 1881..... | 133,135       | .....     | 78,285          | .....           | 68,884   | 285,304 |
| 1882..... | 133,623       | .....     | 102,927         | .....           | 74,432   | 310,982 |
| 1883..... | 131,673       | 154       | 96,997          | .....           | 104,777  | 333,601 |
| 1884..... | 131,339       | 10,408    | 80,798          | 3,045           | 86,550   | 312,140 |
| 1885..... | 105,124       | 41,066    | 63,750          | 12,290          | 74,183   | 296,413 |
| 1886..... | 122,000       | 46,745    | 105,590         | 12,500          | 84,500   | 371,335 |
| 1887..... | 147,000       | 65,000    | 103,000         | 12,000          | 81,500   | 408,500 |
| 1888..... | 130,000       | 78,000    | 102,000         | 25,000          | 105,000  | 440,000 |
| 1889..... | 125,000       | 88,900    | 123,666         | 25,000          | 106,771  | 469,337 |
| 1890..... | 150,000       | 75,000    | 135,000         | 26,000          | 140,000  | 526,000 |
| 1891..... | 144,000       | 94,000    | 128,000         | 32,000          | 153,200  | 551,200 |

## PORT OF NORTH SYDNEY.

COMPARATIVE Statement showing the dates of the Closing and Opening of Navigation, also the first Arrival from, and the last Departure to Sea, for the period of eleven years.

| Year.     | Closing of Navigation. | Opening of Navigation. | Last Departure. | First Arrival. |
|-----------|------------------------|------------------------|-----------------|----------------|
| 1881..... | January 22 ...         | February 25 ...        | January 19 ...  | April 1        |
| 1882..... | do 27 ...              | May 2 ...              | do 24 ...       | May 2          |
| 1883..... | do 19 ...              | March 28 ...           | do 17 ...       | April 1        |
| 1884..... | do 16 ...              | April 22 ...           | do 16 ...       | do 27          |
| 1885..... | do 22 ...              | do 24 ...              | February 15 ... | do 25          |
| 1886..... | February 28 ...        | do 4 ...               | do 15 ...       | do 15          |
| 1887..... | do 21 ...              | do 2 ...               | January 27 ...  | do 28          |
| 1888..... | January 19 ...         | March 25 ...           | do 16 ...       | do 7           |
| 1889..... | February 23 ...        | do 6 ...               | do 27 ...       | March 30       |
| 1890..... | do 23 ...              | do 6 ...               | do 27 ...       | do 30          |
| 1891..... | January 27 ...         | do 17 ...              | do 17 ...       | do 15          |

The buoys were taken up 5th January, 1891, and put out 22nd May, 1891.

GEO. B. MOFFAT,  
*Harbour Master.*

## APPENDIX No. 23.

## REPORT OF PORT WARDEN, MONTREAL.

MONTREAL BOARD OF TRADE,  
OFFICE, 10 ST. JOHN STREET AND 39 ST. SACRAMENT STREET,  
MONTREAL, 6th January, 1892.

HON. CHAS. H. TUPPER,  
Minister of Marine and Fisheries,  
Ottawa.

SIR,—I have the honour, by direction of the council of this board and in compliance with section 31 of the Act governing the port warden office, 45 Vic., chap. 45, to transmit herewith documents as follows:—

1. The port warden's report for the year 1891.
2. Audited statement of receipts and expenditure of the port warden office for year ended 31st December, 1891.
3. Statement of investments of the port warden surplus funds.

I have the honour to be, sir,

Your obedient servant,

GEO. HADRILL,

*Secretary.*

OFFICE OF THE PORT WARDEN,  
MONTREAL, 31st December, 1891.

*The President and Council of the Board of Trade, Montreal:*

GENTLEMEN,—I have the honour to lay before you the annual report, with statement of receipts and expenditure, for the year 1891.

Navigation opened on the 28th April with the arrival from sea of the s.s. "Charington," and on the 28th May the ship "Jan Melchior," the first of the sailing fleet, arrived. Three hundred and fifty-three vessels of all kinds entered at this office, ten less than last year, with, however, an increased tonnage of 5,443, the total being 657,651 tons. The steamship "Cremon" came inwards by the Strait of Belle Isle on the 29th June, the first of the season's fleet by that route, and reported the usual presence of ice. The s.s. "Lake Winnipeg" cleared on the 21st November, the last sea-going vessel to leave the harbour. None of our spring fleet received any material damage by ice, and it is again satisfactory to report that all the vessels loaded here arrived safely at their destination, except one stranded on the Newfoundland coast.

In the duties of my office I have been efficiently aided by my staff, and to the best of my knowledge the work has been done to the satisfaction of the shipping interest.

The shipment of grain has largely increased. There were 12,188,642 bushels wheat, pease, barley, rye and oats, an increase of 8,269,623 over last season, when the shipment was 3,979,019 bushels. The quantity of corn compares unfavourably, the reduction being 2,849,933 bushels, the total amount showing 2,146,577 bushels as against 5,096,510 in 1890. The decrease in lumber is very marked, partly the result of the almost total col

lapse of the South American trade. In 1890 the quantity shipped was 162,565,353 feet, this being the largest output ever made from our port. The decrease this year is 49,289,702 feet, reducing the shipment to 113,275,651.

The number of oxen and horses shipped was 110,169 and of sheep 32,034, a reduction of 9,152 of the former and 10,707 of the latter this season. Butter, meats and cheese are also diminished to the extent of 8,747 tons. Apples show the large increase of 134,482 barrels, and flour 53,933 barrels. Of the former there were, in 1890, 182,263 barrels; of the latter, 533,948 barrels.

The receipts of the office from all sources have decreased \$260.65, the total being \$8,137.44 for the present year and \$8,398.09 for 1890.

Statements are being constantly made to this office by masters of vessels and others interested in shipping, that in other ports the system of lining and its expenses are much less than here. It will be well, therefore, to have this matter looked into and statements asked for from other ports as to what means are used for lining, and also for securing grain by feeders or bags. The record of this office proves our system to be a good one, but if it is more onerous than necessary and is a bar to vessels coming to Montreal it may be advisable to relax some of the provisions of the Act, should your council deem it expedient.

The very tempestuous weather on the Atlantic during the past season has been the cause of much damage to inward goods, this, in a great measure, owing to cargoes being distributed over the much larger size of vessel now employed in the trade. It is, therefore, desirable to call the attention of owners of vessels trading here to the necessity of a more careful system and closer supervision of stowage so as to prevent "shifting," which is the main cause of the damage, and is invariably taken advantage of by "extending the protest," thereby relieving the vessel of responsibility.

The system adopted here in the cattle carrying trade refutes the objections raised by its opponents, as, with the exception of a few vessels which lost heavily during unusually severe weather on the Atlantic, mortality has been very trifling, and will compare favourably with that of any other cattle shipping port.

I am, gentlemen,

Your obedient servant,

JAS. G. SHAW,

*Port Warden.*

PORT WARDEN'S OFFICE.  
STATEMENT of Receipts and Expenditure, for year ending 31st December, 1891.

Dr.

Cr.

| 1890.  | 1891.              | \$ cts.  | \$ cts. | \$ cts. |
|--|--------------------|----------|---------|---------|
| Dec. 31.. To Balance, cash in banks.....<br>do in Port Warden's hands.....   | 7,240 90<br>166 40 | 7,407 30 |         |         |
| 1891.<br>Dec. 31.. Receipts derived as under—<br>6,233,991 bushels wheat.....<br>1,918,577 do peas.....<br>3,283,289 do rye and barley.....<br>692,785 do oats.....<br>2,146,577 do corn.....<br>135 tons oil cake.....<br>2,888 tons minerals.....<br>597,881 barrels flour and meal.....<br>1,521 do ashes.....<br>316,745 do apples.....<br>110,169 oxen and horses.....<br>32,034 sheep.....<br>82,992 tons sundries at 3c.....<br>8,306 do do 2c.....<br>15,363 do phosphate.....<br>113,275,651 feet lumber.....<br>Port Warden's fees, inwards.....<br>do outwards.....<br>Special surveys.....<br>Damaged cargo certificates.....<br>Interest on deposit in Montreal City and Dis-<br>trict Savings Bank.....<br>Cash from Treasurer, Board of Trade—<br>Interest on investments, 1891.....<br>City of Montreal Corporation—<br>Bonds matured..... |                    |          |         |         |
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Audited and found correct.

ALF. W. HADRILL, Auditor.  
MONTREAL, 4th January, 1892.

E. &amp; O. E.

JAS. G. SHAW,  
Port Warden.



STATEMENT of the investments of the surplus funds of the Port Warden's Office at Montreal, and of interest accruing therefrom, during the year ended 31st December, 1891.

| Date.         | Investments.   | Amount.   | Interest. |
|---------------|--|---|-----------|
|               |  |   | \$ cts.   |
| Jan. 12, 1877 | Expended \$2,044 in purchase of City of Montreal Corporation Bonds, Nos. 00423, 00424, 00425, 00426—4, at \$500.....   | \$2,000 at 6 p. c. for 12 mos.                          | 120 00    |
|               | The above bonds matured 1st Nov., 1891, and the proceeds, \$2,000, were deposited in Port Warden's current account.  |   |           |
| Feb. 16, 1880 | Expended \$2,380.34 in purchase of Dominion Government Stock .....   | \$2,300 at 4 do ..                                      | 92 00     |
| Aug. 16, 1880 | Expended \$7,254.11 in purchase of City of Montreal Registered Stock.....  | \$7,000 at 5 do ..                                      | 350 00    |
| Apr. 18, 1884 | Expended \$5,031.34 in purchase of City of Montreal 4 per cent Registered Stock, Nos. 1720, 1721, 1722, 1723, 1724—5, at \$1,000.....  | \$5,000 at 4 do ..                                      | 200 00    |
| Mar. 14, 1887 | Expended \$10,320.75 in purchase of City of Montreal Consolidated Fund Stock, Class C—100 shares of \$100 each.....  | \$10,000 at 4 do ..                                     | 400 00    |
| Nov. 2, 1888  | Deposited in Merchants Bank of Canada, \$10,000 on Deposit Receipt No. 13,881, at 4 per cent ...   | \$10,000 int. from 30th Oct., 1890, to 3rd Nov., 1891.. | 404 38    |
|               | *Temporary loan to Board of Trade Building Fund, consisting of \$5,000 previously on deposit receipt in Merchants Bank, together with accrued interest thereon to 15th Oct., 1890, \$155.62; and interest \$10,000 now on deposit receipt in Merchants Bank, to 30th Oct., 1890, \$327.68..... | \$ 5,483 30   |           |
|               | *Additional loan to Board of Trade Building Fund, consisting of cheque withdrawn on 18th Nov., 1891, from Port Warden's current account.....   | 8,000 00  |           |
|               | Total of surplus fund.....   | \$47,783 30 Interest, 1891..                            | 1,566 38  |

\* These loans with the interest thereon will be repaid during 1892.

H. MONTAGUE ALLAN,  
*Treasurer.*  
GEORGE HADRILL,  
*Secretary.*

OFFICE MONTREAL BOARD OF TRADE,  
5th January, 1892.

## APPENDIX No 24.

### REPORT OF THE PORT WARDEN AT QUEBEC.

QUEBEC, 18th January, 1892.

SIR,—I beg respectfully to submit a copy of the annual statement of the Port Warden Office for the year 1891, which was also submitted to the Board of Trade on the 14th December, 1891, as required by section 30 of the Port Warden Act.

As you will see it shows a considerable falling off in the earnings of the office. The net earning during 1890 were \$426, while this year they were only \$283, but the report will speak for itself :—

PORT WARDEN'S OFFICE,  
QUEBEC, 14th December, 1891.

WM. SMITH, Esq.,  
Deputy Minister of Marine and Fisheries,  
Ottawa.

SIR,—As required by section 30 of the Port Warden rules, I beg respectfully to submit the following copy of annual statement of the business transacted in the office during the year ending 31st December, 1891, as follows :—

Thirty-nine steamships were surveyed for clearance outwards, after taking on board part cargo at this port, having previously loaded part cargo of grain and other goods at Montreal. Vessels not carrying grain do not come under the Port Warden rules, and therefore are not included in this statement.

Two steamships and nine sailing vessels had their hatches and cargoes surveyed by the request of the captain or agent, on their arrival from sea.

Two steamships were surveyed and valued for general average purpose.

Two steam tugs were surveyed and valued.

One sailing vessel was surveyed and found unfit to go to sea and not worth repairing. She was condemned and afterwards broken up.

One steamship and four sailing vessels were surveyed for seaworthiness and were found fit to proceed to sea.

One steamship was surveyed for damage for stranding, and afterwards for repairs in graving dock where permanent repairs were made.

Two sailing vessels and three lighters were surveyed for collision.

Eight surveys were held on goods landed in a damaged state.

Four lots of goods were surveyed after being saved from a wreck, the s.s. "Circe," totally wrecked on Anticosti; and two surveys were held on wharves, damaged by steamers running into them.

The receipts and expenses of the office were as follows :—

|                                |           |
|--------------------------------|-----------|
| Receipts from all sources..... | \$ 583 00 |
| Expenses of office.....        | 300 00    |

|                           |           |
|---------------------------|-----------|
| Balance net receipts..... | \$ 283 00 |
|---------------------------|-----------|

Owing to the dullness of trade and the small number of accidents to vessels in the River St. Lawrence this season, the business of the office has been reduced and the receipts have fallen off from last year to the amount of \$259.

Only two steamships were seriously damaged by stranding this season.

The "Tiber" on the Bird Rocks on the 25th July; she came to Quebec, and was permanently repaired in the graving dock under the Port Warden.

The s.s. "Bangor," stranded on White Island on the 25th August, was brought to Quebec and fully repaired in Mr. G. T. Davie's dock without the Port Warden survey.

Four other steamships were surveyed for grounding or other slight damage, also without the Port Warden survey.

One sailing vessel, the "Rapid," 325 tons, was wrecked at Mille Vaches and was condemned and sold. She was afterwards brought to Quebec and fully repaired and reclaped in Russell's dock.

One steamship and three sailing vessels were totally lost in the gulf and river St. Lawrence this season.

The British s.s. "Circe,"  $431\frac{1}{2}$  tons was totally wrecked at Cape East Anticosti, on the 18th July, while on her voyage from Glasgow to Montreal with a general cargo.

The Norwegian barque "Statsrad Langa," 658 tons, was totally wrecked on Bird Rocks on the 27th June, while proceeding from the Saguenay to Melbourne with a cargo of deals.

The Norwegian barque "Nystad," 456 tons, was wrecked at Grand Metis by driving from her moorings ashore while loading, and was condemned and sold.

The Norwegian barque "Anna," 542 tons, was wrecked on S. W. Point Anticosti while proceeding from Quebec to Great Britain with a cargo of timber and deals. She is a total wreck, and the crew returned to Quebec.

The whole respectfully submitted by your humble and obedient servant.

W. SIMONS,

*Port Warden*

WM. SMITH, Esq.,

Deputy Minister of Marine and Fisheries,  
Ottawa.

## APPENDIX No. 25.

PORT WARDEN'S OFFICE,  
HALIFAX, N.S., 31st December, 1891.

SIR,—I have the honour to submit my report for the year ending 31st December, 1891, accompanied by a statement of the receipts and expenditure during that period.

Surveys have been held by me on seven steamers and twenty-eight sailing vessels which arrived in a damaged condition during the year. The Argentine barque, "John Black," of Buenos Ayres, put into this port in a leaky condition on 31st October while on a voyage from Brunswick, Ga., bound to Chatham, G.B., with a cargo of pitch pine. Upon examination it was found that the cost of repairing the vessel would exceed her value after the repairs had been effected. The vessel was subsequently sold at auction by direction of the owner. The cargo is still here awaiting instructions from the parties interested as to its disposal. All the other vessels were properly repaired, and those of them bound to other ports with their cargoes have arrived safely.

Fifteen steamers bound to Great Britain loaded grain as a portion of their cargoes during the year. The total amount of grain shipped was: 23,898 bushels of wheat, 331,810 bushels of oats, 79,750 bushels of barley, and 213,209 bushels of pease.

No irregularities in connection with the office occurred during the year.

I have the honour to be, sir,

Your most obedient servant,

DAVID HUNTER,  
*Port Warden.*

WM. SMITH, Esq.,  
Deputy Minister of Marine,  
Ottawa.

RECEIPTS and Expenditure of the Port Warden, Halifax, N. S., from 1st January  
DR. to 31st December, 1891. CR.

|                                 | \$ cts.  |  | \$ cts.  |
|---------------------------------|----------|--|----------|
| To amount of fees received..... | 2,145 25 | By paid assistants, office expenses, &c. | 1,062 87 |
|                                 |          | Amount reverting to Port Warden.         | 1,082 38 |
|                                 | 2,145 25 |  | 2,145 25 |

I hereby certify that the above is a true and correct statement of the receipts and expenditure of the Port Warden at Halifax, N.S., during the year 1891.

DAVID HUNTER,  
*Port Warden.*

HALIFAX, N.S., 31st December, 1891.

## APPENDIX No. 26.

### REPORT OF PORT WARDEN OF BURRARD INLET, B.C., FOR YEAR ENDING 31ST DECEMBER, 1891.

|   |          |
|---|----------|
| 1891.   |          |
| Jan. 17.—Surveyed hatches of s.s. "Abyssinia," and found them in good order.....  | \$ 10 00 |
| Feb. 10.—Surveyed hatches of s.s. "Parthia," and found them in good order.....  | 10 00    |
| do 12.—Called to survey on damaged cargo on s.s. "Parthia" on voyage from Yokohama to this port. I found that the cargo was considerably chafed and broken, caused by the rolling of the vessel during a severe storm, which also damaged the vessel to some extent by the shipping of heavy seas, breaking in the after house and causing the decks to leak. I found the cargo well stowed and dunnaged, and consider the vessel not liable, as the whole damage has been caused by stress of weather on the passage to this port.....   | 16 00    |
| Mar. 6.—Surveyed hatches of s.s. "Batavia," and found them all in good order.....   | 10 00    |
| do 3.—Surveyed hatches of American barque "Spartan," Capt. Anderson, from Manilla, and found all in good order.....   | 5 00     |
| do 25.—Surveyed cargo of American barque "Spartan," and found on breaking open of cargo that considerable damage had been done by salt water leaking from the decks; the vessel had been strained badly, more especially around the mainmast, and pump opening seams around bitts and mast-coats and abreast of after-hatch on starboard side; the vessel having been in a severe typhoon in the China seas, and continuous gales during the whole passage, thereby causing the damage. I found the cargo had been well stowed and dunnaged, and every care taken to ensure the safe delivery of the same; the vessel had been well pumped, as no signs of water below had touched the cargo, and I consider the vessel not liable for the damage, as the whole has been caused by stress of weather on the passage to this port..... | 16 00    |
| April 28.—Surveyed hatches of s.s. "Empress of India," and found all in good order.....   | 10 00    |

|       |  |       |
|-------|--|-------|
| May   | 9.—Called to survey cargo on board s.s. "Empress of India"; found the same had been well stowed and dunnaged, and every care taken to deliver in good order; a few of the cases were crushed and broken by the heavy rolling of the ship, but consider her not liable, as the cases are so fragile and easily broken by extra pressure .....   | 16 00 |
| May   | 20.—Surveyed the hatches of British barque "Ordevic," and found them properly covered and in order .....   | 5 00  |
| do    | 28.—Surveyed hatches of s.s. "Parthia," and found all in good order .....  | 10 00 |
| do    | 30.—Surveyed cargo of s.s. "Parthia," and found the same to be well stowed and dunnaged and the cargo delivered in good order and condition, and every care taken in handling to wharf, with the exception of a few cases of China merchandise leaking and slightly broken, but consider the vessel not liable, as the cases are too slight to hold contents .....   | 16 00 |
| June  | 15.—Surveyed hatches of British ship "Besnard," and found them in good order .....   | 5 00  |
| do    | 23.—Surveyed hatches of s.s. "Empress of Japan," and found them in good order .....  | 10 00 |
| July  | 20.—Surveyed hatches of s.s. "Empress of India," and found them in good order .....  | 10 00 |
| do    | 21.—Surveyed hatches of American ship "J. B. Walker," from Japan, and found them in good order .....   | 5 00  |
| Aug.  | 11.—Surveyed hatches of s.s. "Parthia," and found them in good order .....   | 10 00 |
| do    | 12.—Surveyed hatches of the ship "Morayshire," from Glasgow, and found them in good order .....  | 5 00  |
| do    | 13.—Surveyed hatches of s.s. "Grandholm," of Liverpool, England, and found them in good order .....  | 5 00  |
| do    | 29.—Surveyed hatches of s.s. "Empress of Japan," and found them in good order .....  | 10 00 |
| Sept. | 2.—Surveyed damaged cargo, ex s.s. "Empress of India," from Yokohama, landed in warehouse, and found that a portion of the cargo had been badly stained from sweat, taken out of No. 3 hatch, the whole of which has been unavoidable, on account of the bad weather experienced on the passage to this port, and I consider the vessel not liable, as the cargo has been well stowed and dunnaged and every care taken to deliver in good order ..... | 16 00 |
| do    | 22.—Surveyed hatches of s.s. "Empress of China," and found them in good order and condition .....  | 10 00 |
| do    | 24.—Surveyed the hatches of American ship "Benjamin Sewell," on arrival from Japan, and found them properly covered and in good order ....   | 5 00  |
| do    | 24.—Surveyed wreck of steamer "Alpha," of Vancouver, B.C., and called Captain W. H. Copp to as-  |       |

- sist in said survey. We find the vessel lying nearly submerged at half-tide and her back broken and the timbers completely burned out, the vessel having caught fire, and had to be beached to save the lives of those on board. The vessel is a total loss, and we advised the captain to sell the vessel at public auction, as she then lay, for the benefit of all concerned. The position of the vessel was about one mile from the mouth of False Creek, on the south side of English Bay..... 16 00
- Oct. 1.—That the undersigned were called to hold survey on the American ship “Sewell,” Benj. Sewell, master, of Boston, U.S., as she lay at the C.P.R. wharf, Vancouver. We find the vessel had been strained around the fore and main masts, causing a leak from the upper deck, damaging a quantity of chests of tea by water; we also found a number of chests more or less stained from sweat; we consider the vessel was properly matted and dunnaged. We recommend the damaged portion to be separated from the sound and forwarded to its destination, there to be appraised as to the actual amount of damage sustained. We certify that the annexed list is a true and particular account of the marks and numbers of the damaged cargo..... 16 00
- M. W. THAIN,  
*Port Warden.*  
CAPT. GEO. RUDLIN,  
H. MELLON,  
*Am. Lloyds’ Surveyor.*
- Oct. 15.—Surveyed hatches of ss. “Empress of Japan” and found them in good order..... 10 00
- do 15.—I was called to survey the cargo of ss. “Empress of Japan,” damaged whilst on the voyage to this port. I found that a number of cases of tea were damaged by water caused by the straining of one of the waste water pipes, and also some cases crushed and broken, caused by the heavy rolling of the vessel encountered in a typhoon whilst on passage to this port. I found the vessel had been well stowed and dunnaged and every care taken to deliver in good order, and I consider the vessel not liable, as the whole damage has been caused by stress of weather..... 16 00
- do 20.—Surveyed hatches of American schooner “Olga,” from Yokuhama, and found them in good order..... 5 00
- do 22.—That the undersigned were called to survey the American schooner “Olga,” Capt. Atwood, from Yokahama, Japan. We find that considerable of her cargo of teas had been damaged by salt water, caused by leakage from

the deck ; the butts and waterways have been strained between the main and fore hatches, thereby causing the damage. We find that the vessel has been well stowed and matted, and we consider the vessel not liable, as the damage has been caused by stress of weather during the passage to this port, and we advise that the damaged cargo be forwarded to its destination, so as to avoid further loss or deterioration to whom it may concern. Attached find complete list of damaged cargo as per marks and numbers..... 16 00

M. W. THAIN,  
*Port Warden.*

CAPT. B. SEWELL,  
H. MELLON,

*Am. Lloyds' Surveyor.*

Oct. 30.—Surveyed the hatches of the American ship "Hecla," Capt. Cotton, from Japan, and found them properly covered and in good order..... 5 00

do 31.—That the undersigned was called to survey the American ship "Hecla," Capt. Cotton, from Japan, with a cargo of tea. We find that considerable of the cases of tea have been stained by sweatage on the top tiers, caused by want of ventilation as the hatches could not be opened without endangering the cargo, on account of wet and stormy weather. We also found several cases of tea wet by salt water in the lower hold, abreast of main mast, on the starboard side, caused by the straining of channel bolts. We found that the cargo has been well stowed and dunnaged, and consider the vessel not liable, as the whole damage has been caused by stress of weather on the passage to this port, and we advise that the damaged cargo be forwarded to its destination, so as to avoid any further loss to whom it may concern..... 16 00

M. W. THAIN,  
*Port Warden.*

H. MELLON,

*Am. Lloyds' Surveyor.*

Nov. 7.—Surveyed the hatches of the British barque "Hawthornbank," on arrival from Java, and found the main and after hatches properly covered with tarpaulins and in order; the fore hatch was opened to get gear out..... 5 00

do 25.—That I surveyed the hatches of the British ship "Hawthornbank," Capt. Porter, on arrival from Java with a cargo of sugar; and found the main and after hatches were properly covered and in good order. The fore hatch had been opened to jetson a portion of the cargo, to righten the vessel, she having been



thrown on her beam ends during the passage to this port. I also found the cargo was considerably damaged by salt water from leakage from the decks and waterways, especially on the starboard side; the cement being broken and showing leakage fore and aft. The cargo had settled, causing the baskets to fall through the 'tween deck beams, and causing a great amount of chafage to the same; on breaking out the ground tier, I found the whole of the starboard belge had been washed out with salt water, showing that the vessel had been on her beam ends with at least three feet of water in her hold. I found the vessel had been well matted and dunnaged; and consider the vessel not liable, as the whole damage has been caused by stress of weather; and I would advise a further survey of vessel, to ascertain if any damage was done to vessel, before proceeding to sea again..... 16 00

M. W. THAIN,

*Port Warden.*

H. MELLON,

*Am. Lloyds' Surveyor.*

|      |   |                 |
|------|---|-----------------|
| Dec. | 2.—Surveyed hatches of s.s. "Empress of China," and found them in good order.....   | 10 00           |
| do   | 2.—That I was called to survey damage to cargo on board s.s. "Empress of China." I find that a number of bales of silk had been damaged by water and chafage; the deck abaft number three hatch had been strained, causing them to leak slightly; the vessel having encountered a storm with heavy seas which flooded decks, and stove boats on the port side, and caused an amount of breakage and chafage to the cargo; and as the whole damage has been caused by stress of weather and was unavoidable, and as every care had been taken in the stowage and matting, I consider the vessel not liable, and advise the damaged cargo to be forwarded to its destination, to the account of whom it may concern. .... | 16 00           |
|      | Office rent from 1st January to 31st December, 1891, being 12 months at \$6 per month.....  | 72 00           |
|      | Total.....  | <u>\$290 00</u> |

M. W. THAIN,

*Port Warden.*

Declared before me, this 4th day }  
of January, 1892.

HENRY A. MELLON,  
J. P.

## APPENDIX No. 27.

REPORT OF PORT WARDEN OF VICTORIA, B.C., FOR YEAR ENDED  
31ST DECEMBER, 1891.

VICTORIA, B.C., 9th January, 1892.

SIR,—I have the honour herewith to enclose the annual returns for the office of the Harbour Master and Port Warden for the port of Victoria and Esquimalt.

And should any inconvenience have occurred by these returns being late, it is not my fault. I wired in time to get the new forms, but only received one enclosed with a circular from the Deputy Minister of Marine, consequently I had to make the report on the old form.

I have the honour to remain, sir,

Your obedient servant,

M. C. CLARKE,

*Harbour Master and Port Warden.*

WM. SMITH, Esq.,  
Deputy Minister of Marine,  
Ottawa.

VICTORIA, B.C., 9th January, 1892.

The annual report of the Port Warden for the ports of Victoria and Esquimalt for the year ending 31st December, 1891.

|                          |                 |
|--------------------------|-----------------|
| Surveys on hatches ..... | \$ 85 00        |
| “ cargoes .....          | 210 00          |
|                          | <u>\$295 00</u> |

W. R. CLARKE,

*Port Warden.*

WM. SMITH, Esq.,  
Deputy Minister of Marine,  
Ottawa.

## APPENDIX No. 28.

### REPORT OF THE PORT WARDEN OF PICTOU, N. S., FOR THE YEAR ENDED 31st DECEMBER, 1891.

Pictou, N.S., 31st December, 1891.

SIR,—I have the honour to herewith submit my annual report as Port Warden of this port, for the year ending this date.

|                              |         |
|------------------------------|---------|
| Amount of fees received..... | \$92 00 |
| Paid fees to assistants..... | 10 00   |
|                              | \$82 00 |
|                              | \$82 00 |

Respectfully submitted,

DANIEL McDONALD.

Sworn before me at Pictou, this  
31st day of December, A.D.  
1891. }

WM. McLAREN, *J. P.*

The Deputy Minister of Marine,  
Ottawa.

## APPENDIX No. 29.

REPORT OF THE PORT WARDEN OF SYDNEY, C.B., FOR THE YEAR  
ENDED 31st DECEMBER, 1891.

RECEIPTS and Expenditure of the Port Warden, Sydney, Cape Breton, from 31st December, 1890 to 1891.

|   | Amount. |                                      | Amount. |
|---|---------|--------------------------------------|---------|
|   | \$ cts. |                                      | \$ cts. |
| For survey on steamers for bunker coals,<br>entered in my office..... | 320 00  | By fees paid to assistants .....     | 90 00   |
| Survey on two steamers damaged.....                                   | 24 00   | Office rent and stationery.....      | 40 00   |
|   |         | Amount reverting to Port Warden..... | 130 00  |
|   | 344 00  |                                      | 214 00  |
|   |         |                                      | 344 00  |

I hereby certify that the above is a true and correct statement,

JOHN LOMAY,

*Port Warden.*

PORT WARDEN'S OFFICE,

SYDNEY, C.B., 31st December, 1891.

SIR,—I have the honour to submit a report of the transactions in connection with  
the office of Port Warden at Sydney, Cape Breton, ending the past year.

I have the honour to be, sir,

Your most obedient servant,

JOHN LOMAY,

*Port Warden.*Hon. C. H. TUPPER,  
Minister of Marine and Fisheries,  
Ottawa.

APPENDIX No. 30.

PORT WARDEN'S Report for the Port of St. Andrews, ending 31st December, 1891.

| Date.          |   | Amount. |
|----------------|---|---------|
|                |   | \$ cts. |
| February 4th . | Schooner H. R. Emmerson, survey on hatches..... | 2 50    |
| do 11...       | do Theresa do do .....                          | 2 50    |
| March 14...    | do Hattie King do do .....                      | 2 50    |
| April 8...     | do Energy do do .....                           | 2 50    |
| do 22...       | do Jacota do do .....                           | 2 50    |
|                |   | 12 50   |

John Wren, Harbour Master, personally appeared before the undersigned at St. Andrews, County of Charlotte, and Province of New Brunswick, and made oath and sayeth that the above account is just and true to the best of his knowledge and belief.

JOHN S. MAYER, J.P.

ST. ANDREWS, N.B., 2nd January, 1892.

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APPENDIX No. 31.

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REPORT OF PORT WARDEN OF NORTH SYDNEY, C.B., FOR YEAR  
ENDED 31<sup>ST</sup> DECEMBER, 1891.

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PORT WARDEN'S OFFICE,  
NORTH SYDNEY, C.B., 15th January, 1892.WM. SMITH, Esq.,  
Deputy Minister of Marine,  
Ottawa.

SIR,—I have the honour to report as follows :—

During the past season I have held the following surveys :—23 sailing vessels, 9 steamships.

The above vessels were principally arrivals in a damaged condition, and received repairs at this port.

|                                       |                 |
|---------------------------------------|-----------------|
| The total fees received were .....    | \$386 00        |
| The expenses of the office were ..... | 50 00           |
| Leaving total net fees received ..... | <u>\$336 00</u> |

I have the honour to be, sir,

Your obedient servant,

DANIEL MCKAY,  
*Port Warden.*

## APPENDIX No. 32.

REPORT OF THE PORT WARDEN OF PORT HAWKESBURY, FOR THE  
YEAR ENDED 31<sup>ST</sup> DECEMBER, 1891.

PORT HAWKESBURY, 31st December, 1891.

SIR,—I have the honour to submit my annual report of the doings of this office, accompanied by a statement of the fees collected by me, and also the attendant expenses during the past year. Enclosed please find a list of vessels arriving at this port in a damaged condition on which surveys have been held during the year 1891 just ended.

The damaged vessels were all repaired here and arrived safely at ports of destination.

I have the honour to be, sir,

Your obedient servant,

D. W. HENESEY,

*Port Warden.*

WM. SMITH, Esq.,  
Deputy Minister of Marine,  
Ottawa.

## STATEMENT of Receipts and Expenditure of the Port Warden's Office at Port Hawkesbury, for the year ending 31st December, 1891.

| Year.      | Receipts and Expenditure.                          | Fees received. | Paid Assistants. |
|------------|--|----------------|------------------|
| 1891.      |  | \$ cts.        | \$ cts.          |
| Jan. 9..   | To fees for surveys on schooner "Annie Gatz" ..... | 23 00          | 10 00            |
| May 11..   | do do "Cepola" .....                               | 13 00          | 10 00            |
| Sept. 11.. | do do "Lady Franklin" .....                        | 23 00          | 10 00            |
| do 11..    | do do "Soudan" .....                               | 23 00          | 10 00            |
| Oct. 2..   | do do "Flora Bell" .....                           | 8 00           | .....            |
| do 31..    | Surveys on cargo of schooner "Clifton" .....       | 15 00          | 5 00             |
| Dec. 31..  | Fees on hull of "Thomas Robertson" .....           | 23 00          | 10 00            |
|            |  | 128 00         | 45 00            |

I do hereby certify that the above is a true statement of the receipts and expenditures of the Port Warden's Office of Port Hawkesbury, for the year ending 31st December, 1891.

W. D. HENESEY,

*Port Warden.*

PORT HAWKESBURY, 31st December, 1891.

A List of the names of Vessels arriving in Distress and Surveyed by the Port Warden at Port Hawkesbury in 1891.

| Year.     | Name of Vessel.          | Rig.         | Where from.           | Where bound.          | Port of Registry.      | Description of Cargo. | Master's Name.           | Nature of damage received.   |
|-----------|--------------------------|--------------|-----------------------|-----------------------|------------------------|-----------------------|--------------------------|--|
| 1891.     |                          |              |                       |                       |                        |                       |                          |  |
| Jan. 19.  | Annie Gatz. . . . .      | Schooner.    | Prince Edward Island. | Halifax . . . . .     | Halifax . . . . .      | Produce . . . . .     | John Weston. . . . .     | Was in collision with the schooner "Birdie," of Lunenburg, whilst lying at anchor in Port Hawkesbury.  |
| May 11.   | Cepola . . . . .         | do . . . . . | do . . . . .          | Boston. . . . .       | Shelburne . . . . .    | Potatoes . . . . .    | Anthony Giffin. . . . .  | Was damaged by heavy drift ice in the Strait of Canoe and was driven ashore and broke her rudder case, chafed her keel and several of her plank on bottom; repaired here on marine railway.                    |
| Sept. 11. | Lady Franklin. . . . .   | do . . . . . | Bras d'Or Lake.       | Prince Edward Island. | Prince Edward Island.  | Ballast. . . . .      | J. C. Rhude. . . . .     | Was stranded near the lime quarries in Bras d'Or Lake; had nine plank in her bottom badly chafed and about thirty-five feet of false keel gone, and other damage done which was replaced here.                 |
| do 11.    | Soudan. . . . .          | do . . . . . | Port Wood . . . . .   | St. John's, Nfld.     | Halifax. . . . .       | Cattle . . . . .      | Angus McDonald. . . . .  | Was driven on shore in Port Wood Harbour, C.B., whilst leading cattle for St. John's, Nfld.; was considerably damaged in hull and rigging; repaired here and proceeded on her voyage.                          |
| Oct. 2.   | Flora Bell . . . . .     | do . . . . . | Mabou, C.B. . . . .   | . . . . .             | . . . . .              | . . . . .             | Gabriel White. . . . .   | Was stranded at Mabou, C.B.; her damage slight; was repaired here.   |
| do 31.    | Clifton. . . . .         | do . . . . . | Prince Edward Island. | West Indies. . . . .  | St. John, N.B. . . . . | Oats . . . . .        | A. D. Munro. . . . .     | Damaged by grounding on Cascumpec Bar, P.E.I.; was repaired on marine railway here, and proceeded on her voyage after re-shipping her cargo in good order.   |
| Dec. 31.  | Thos. Robertson. . . . . | do . . . . . | Cow Bay. . . . .      | Prince Edward Island. | Prince Edward Island.  | Coal. . . . .         | Mark C. Bonnell. . . . . | Grounded on Kelley's Reef, Bras d'Or Lake, C.B., with her cargo of coal; had thirty-five feet of main keel broken; false keel gone; lost one anchor; all her damage repaired here and proceeded on her voyage. |



APPENDIX No. 33.

REPORT OF THE PORT WARDEN FOR THE PORT OF CHARLOTTETOWN,  
P.E.I., FOR THE YEAR ENDED 31st DECEMBER, 1891.

PORT WARDEN'S OFFICE,  
CHARLOTTETOWN, P.E.I., 31st December, 1891.

SIR,—I have the honour to submit my report of the business of my office during the past year.

Navigation remained open this year later than usual, which enabled vessels to load with safety and proceed to sea.

I have much pleasure in stating that the shipment of grain from the Island this season to Europe has been more active than the last four years, and the farmers have disposed of their produce at reasonable prices.

I am pleased to say there has been no loss of any grain-laden vessels from the Island bound to foreign ports this year.

I have the honour to be, sir,  
Your obedient servant,

H. P. WELSH,  
Port Warden.

WM. SMITH, Esq.,  
Deputy Minister of Marine,  
Ottawa.

RECEIPTS and Expenditure of the Port Warden's Office, Charlottetown, P.E.I., for the  
year ending 31st December, 1891.

| Date.   | Receipts.                                      | Amount. | Date.   | Expenditure.               | Amount. |
|---------|--|---------|---------|----------------------------|---------|
| 1891.   |  | \$ cts. | 1891.   |                            | \$ cts. |
| Dec. 31 | To Fees derived from grain-laden vessels. .... | 249 00  | Dec. 31 | By Expenses of office..... | 18 16   |
|         | Damaged goods. ....                            | 5 00    |         | Commission to deputies...  | 85 00   |
|         | Survey on hatches.....                         | 6 00    |         | Balance .....              | 188 34  |
|         | Other surveys.....                             | 31 50   |         |                            |         |
|         |  | 291 50  |         |                            | 291 50  |

I hereby certify that the above is a correct statement.

H. P. WELSH,  
Port Warden.

## APPENDIX No. 34.

TABLE showing the names of Ports proclaimed under certain Dominion Acts, the provisions of which are found in Chapter 86, Revised Statutes of Canada, for the appointment of Harbour Masters; the dates of proclamation; the names of the Harbour Masters appointed; the dates of the appointment of Harbour Masters; the amount which each of their salaries is not to exceed; the amount of fees collected by each of them during the calendar year ended 31st December, 1891, and the overplus, if any, paid into the credit of the Receiver-General.

## PROVINCE OF ONTARIO.

| Name of Port.         | Date of Proclamation. | Name of Harbour Master. | Date of Appointment. | Amount from the fees of office salary not to exceed. | Amount collected in 1891. | Amount paid over to Receiver-General. |
|-----------------------|-----------------------|-------------------------|----------------------|--|---------------------------|---------------------------------------|
|                       |                       |                         |                      | \$ cts.  | \$ cts.                   | \$ cts.                               |
| Collingwood .....     | 3 March, '77          | Andrew Lockerbie .....  | 3 March, '77         | 200 00   | 92 00                     | .....                                 |
| Fort William .....    | 7 July, '91           | J. J. O'Connor .....    | 7 July, '91          | 400 00   | 217 50                    | .....                                 |
| Goderich .....        | 28 April, '76         | Thomas N. Dancey .....  | 22 April, '76        | 300 00   | 80 00                     | .....                                 |
| Midland .....         | 22 July, '82          | E. Polkinghorn .....    | 22 July, '82         | 200 00   | 137 00                    | .....                                 |
| Parry Sound .....     | 24 March, '83         | John Galna .....        | 19 March, '83        | 200 00   | 103 00                    | .....                                 |
| Penetanguishene ..... | 2 Feb., '77           | Francis Densome .....   | 3 June, '81          | 200 00   | 28 50                     | .....                                 |
| Port Arthur .....     | 12 May, '84           | J. J. O'Connor .....    | 6 July, '91          | 200 00   | 56 50                     | .....                                 |
| Rondeau .....         | 4 May, '78            | W. R. Fellowes .....    | 17 Dec., '88         | 100 00   | 99 70                     | .....                                 |
| Southampton .....     | 23 Sept., '75         | W. H. Johnston .....    | — Oct., '82          | 100 00   | 50 00                     | .....                                 |
| Sarnia .....          | 25 July, '85          | Robt. McAdam .....      | 3 May, '86           | 300 00   | .....                     | .....                                 |

## PROVINCE OF QUEBEC.

|                      |                                 |                           |               |        |        |        |
|----------------------|---------------------------------|---------------------------|---------------|--------|--------|--------|
| Amherst .....        | 14 Sept., '78                   | John Cassidy .....        | 2 Sept., '78  | 200 00 | 12 00  | .....  |
| Bersimis .....       | 31 July, '91                    | E. D. Chase .....         | 31 July, '91  | 200 00 | 30 00  | .....  |
| Carleton .....       | 8 Dec., '81                     | Joseph H. Landry .....    | 8 Dec., '81   | 200 00 | .....  | .....  |
| Chicoutimi .....     | 17 June, '85                    | Ainsworth Sturton .....   | 8 June, '86   | 200 00 | 78 50  | .....  |
| Gaspé .....          | 25 Sept., '74                   | Francis J. Eden .....     | 3 April, '89  | 500 00 | 86 50  | .....  |
| House Harbour .....  | 9 Aug., '87                     | Peter Bourgue .....       | 9 Aug., '87   | 200 00 | 19 50  | .....  |
| Lachine .....        | 19 April, '80                   | Vacant .....              | .....         | .....  | .....  | .....  |
| Matane .....         | 19 Oct., '77                    | G. C. Pelletier .....     | 11 Aug., '88  | 200 00 | 38 50  | .....  |
| Métis .....          | 7 Feb., '78                     | P. F. Leggett .....       | 7 Feb., '78   | 200 00 | 30 00  | .....  |
| New Carlisle .....   | 25 Feb., '89                    | Digby Smollett .....      | 25 Feb., '89  | 200 00 | 2 00   | .....  |
| New Richmond .....   | 15 April, '82                   | Henry Leblanc .....       | 3 April, '82  | 200 00 | 25 00  | .....  |
| Oak Bay .....        | 27 March, '80                   | Jas. D. Sowerby .....     | 22 March, '80 | 200 00 | .....  | .....  |
| Paspébiac .....      | 12 May, '77                     | Hugh Christie .....       | 22 May, '77   | 150 00 | 29 00  | .....  |
| Port Daniel .....    | 25 March, '89                   | J. Enright .....          | 11 Sept., '90 | 200 00 | 2 50   | .....  |
| Rimouski .....       | 5 March, '77                    | Jos. St. Laurent .....    | 30 May, '78   | 200 00 | 9 50   | .....  |
| Rivière Ouelle ..... | 22 July, '82                    | Achilles Frazer .....     | 22 July, '82  | 100 00 | .....  | .....  |
| St. Thomas .....     | 2 Jan., '86                     | Eug. Hammond .....        | 21 Dec., '85  | 200 00 | 86 50  | .....  |
| St. John's .....     | Within the Harbour of Montreal. | Alfred Pinsonneault ..... | 8 March, '88  | 500 00 | 604 50 | 104 50 |
| Sorel .....          |                                 | Pierre Bellefeuille ..... | 20 April, '75 | 300 00 | 308 50 | 8 50   |

TABLE showing the names of Ports proclaimed under the Dominion Acts, &c.—*Continued.*

## PROVINCE OF NEW BRUNSWICK.

| Name of Port.                           | Date of Proclamation. | Name of Harbour Master.      | Date of Appointment. | Amount from the fees of office salary not to exceed. | Amount collected in 1891. | Amount paid over to Receiver-General. |
|---|-----------------------|------------------------------|----------------------|--|---------------------------|---------------------------------------|
|   |                       |                              |                      | \$ cts.  | \$ cts.                   | \$ cts.                               |
| Bathurst.....                           | 30 May, '73           | James Andrew.....            | 23 March, '81        | 200 00   | 53 00                     | .....                                 |
| Black's Harbour and Beaver Harbour..... | 22 Sept., '83         | E. W. Cross.....             | 17 Sept., '83        | 100 00   | 11 50                     | .....                                 |
| Buctouche.....                          | 30 May, '73           | Melem Chase.....             | 30 July, '90         | 100 00   | 10 50                     | .....                                 |
| Campbelltown.....                       | 30 May, '73           | William Mott.....            | 9 July, '73          | 200 00   | 19 50                     | .....                                 |
| Campobello.....                         | 30 May, '73           | John Benjamin Beatty.....    | 7 July, '73          | 100 00   | 36 00                     | .....                                 |
| Caraquet.....                           | 30 May, '73           | Louis Poirier.....           | 17 April, '83        | 150 00   | 10 50                     | .....                                 |
| Chatham.....                            | 30 May, '73           | Wm. Johnston.....            | 25 June, '79         | 300 00   | 309 00                    | 9 00                                  |
| Cocagne.....                            | 30 May, '73           | John Brooks.....             | 7 July, '73          | 100 00   | 2 74                      | .....                                 |
| Dalhousie.....                          | 30 May, '73           | Wm. Smith.....               | 19 March, '88        | 200 00   | 126 50                    | .....                                 |
| Dorchester.....                         | 30 May, '73           | E. Palmer.....               | 11 April, '87        | 200 00   | 12 50                     | .....                                 |
| Fredericton.....                        | 30 May, '73           | Vacant.....                  |                      |  |                           |                                       |
| Grand Manan, North.....                 | 18 Sept., '76         | James A. Pettis.....         | 21 May, '88          | 100 00   |                           |                                       |
| Grand Manan, South.....                 | 22 Aug., '89          | Abel Wilcox.....             | 22 Aug., '89         | 100 00   | 7 00                      |                                       |
| Great Shemogue.....                     | 17 May, '75           | Fred. Chapman.....           | 21 May, '88          | 100 00   | 1 00                      |                                       |
| Harvey.....                             | 30 May, '73           | H. E. Graves.....            | 8 July, '84          | 100 00   | 41 50                     |                                       |
| Hillsborough.....                       | 30 May, '73           | W. H. Carlisle.....          | 20 May, '90          | 150 00   | 87 50                     |                                       |
| Hopewell Cape.....                      | 25 Aug., '91          | Josiah Christopher.....      | 25 Aug., '91         | 200 00   |                           |                                       |
| Ledge of St. Stephens.....              | 30 May, '73           | Charles Young.....           | 22 April, '76        | 100 00   |                           |                                       |
| Letete, &c.....                         | 22 Sept., '83         | Jos. Chambers.....           | 17 Sept., '83        | 100 00   | 4 00                      |                                       |
| Little Shippegan and Misou Gully.....   | 1 May, '86            | Donald Harper.....           | 19 April, '86        | 100 00   | 6 00                      |                                       |
| Little Shemogue.....                    | 5 Sept., '88          | Fred. Chapman.....           | 5 Sept., '88         | 100 00   | 1 00                      |                                       |
| Moncton.....                            | 30 May, '73           | Vacant.....                  |                      |  |                           |                                       |
| Musquash.....                           | 26 March, '74         | George Rose.....             | 16 May, '87          | 100 00   | 32 00                     |                                       |
| Newcastle.....                          | 30 May, '73           | John Niven.....              | 7 July, '73          | 300 00   | 166 00                    |                                       |
| North Joggins.....                      | 30 May, '73           | Vacant.....                  |                      |  |                           |                                       |
| Port Elgin & Baie Verte.....            | 6 Feb., '73           | Jacob Silliker.....          | 6 Feb., '78          | 200 00   | 74 00                     |                                       |
| Pokemouche.....                         | 7 July, '83           | Vital Lousier.....           | 23 June, '83         | 100 00   |                           |                                       |
| Richibucto.....                         | 30 May, '73           | James Alexander Jardine..... | 11 May, '74          | 200 00   | 84 00                     |                                       |
| Rockland.....                           | 30 May, '73           | Vacant.....                  |                      |  |                           |                                       |
| Sackville.....                          | 30 May, '73           | Alexander Ford.....          | 28 June, '88         | 200 00   | 12 00                     |                                       |
| St. Andrews.....                        | 30 May, '73           | John Wren.....               | 6 May, '84           | 100 00   | 57 00                     |                                       |
| St. George.....                         | 30 May, '73           | Alexander Dick.....          | 29 Aug., '84         | 100 00   | 18 50                     |                                       |
| St. Martin's and Quaco.....             | 14 May, '74           | Joseph Carson.....           | 14 May, '74          | 100 00   | 8 50                      |                                       |
| Shediac.....                            | 30 May, '73           | Alexander McQueen.....       | 19 May, '76          | 300 00   | 76 50                     |                                       |
| Shippegan.....                          | 30 May, '73           | John DeGrace.....            | 10 Aug., '80         | 100 00   | 8 50                      |                                       |
| Tracadie.....                           | 7 May, '74            | Vital Arcene.....            | 9 July, '75          | 100 00   | 2 50                      |                                       |
| Waterside.....                          |                       | Wm. Riley Copp.....          | 3 Sept., '89         | 100 00   | 8 50                      |                                       |
| West Isles.....                         | 4 Feb., '79           | Thos. K. Parker.....         | 4 Feb., '79          | 200 00   |                           |                                       |

## PROVINCE OF NOVA SCOTIA.

|                       |               |                          |               |        |       |       |
|-----------------------|---------------|--------------------------|---------------|--------|-------|-------|
| Advocate.....         | 15 May, '80   | Samuel Morris.....       | 10 May, '80   | 100 00 | 9 00  | ..... |
| Annapolis.....        | 12 March, '75 | William Cummings.....    | 16 May, '79   | 200 00 |       |       |
| Apple River.....      | 14 Aug., '86  | Robt. Fields.....        | 9 Sept., '90  | 200 00 | 20 50 |       |
| Arichat.....          | 22 April, '79 | Francis Marmeau.....     | 6 May, '84    | 200 00 | 40 50 |       |
| Baddeck.....          | 23 Sept., '75 | Vacant.....              |               | 100 00 | 6 50  |       |
| Barrington.....       | 10 July, '82  | Thos. L. Banks.....      | 23 Nov., '85  | 200 00 | 23 50 |       |
| Bayfield.....         | 11 July, '79  | John McDonald.....       | 11 July, '79  | 200 00 |       |       |
| Bay St. Lawrence..... | 21 April, '87 | G. Zwicker.....          | 21 April, '87 | 200 00 |       |       |
| Beaver River.....     | 25 Sept., '74 | Robert Austin.....       | 4 April, '87  | 100 00 | 74 50 |       |
| Beaver Harbour.....   | 24 July, '80  | Henry Hawboldt.....      | 22 Sept., '88 | 100 00 | 4 00  |       |
| Big Harbour.....      | 9 June, '83   | Donald McKenzie.....     | 28 May, '83   | 100 00 |       |       |
| Bourgeoise River..... | 1 May, '86    | E. C. Bouchie.....       | 19 April, '86 | 100 00 | 9 50  |       |
| Bridgewater.....      | 6 May, '74    | Joseph Robins Wyman..... | 6 May, '74    | 100 00 | 10 00 |       |

TABLE showing the names of Ports proclaimed under the Dominion Acts, &c.—*Continued.*PROVINCE OF NOVA SCOTIA—*Continued.*

| Name of Port.   | Date of Proclamation.                 | Name of Harbour Master.      | Date of Appointment. | Amount from the fees of office salary not to exceed. | Amount collected in 1891. | Amount paid over to Receiver-General. |
|---|---------------------------------------|------------------------------|----------------------|--|---------------------------|---------------------------------------|
|   |                                       |                              |                      | \$ cts.  | \$ cts.                   | \$ cts.                               |
| Bras d'Or, including New Campbelltown.....                            | 6 May, '74                            | A. Livingston .....          | 25 Aug., '91         | 200 00   | 2 00                      |                                       |
| Cape Canso .....  | 6 June, '76                           | William Walsh .....          | 6 June, '76          | 100 00   | 117 00                    | 17 00                                 |
| Cape Negro or North East Harbour .....                                | 18 May, '81                           | A. D. Perry .....            | 18 May, '81          | 200 00   | 21 50                     |                                       |
| Chester .....   | 8 Sept., '83                          | Arch. Evans .....            | 4 Aug., '83          | 100 00   | 15 00                     |                                       |
| Cheticamp .....   | 20 April, '76                         | Fulgence Ancoine .....       | 15 April, '76        | 100 00   | 4 50                      |                                       |
| Clarke's Harbour .....  | 1 June, '81                           | J. B. Brennan .....          | 1 June, '81          | 200 00   | 14 50                     |                                       |
| Clementsport .....  | 1 May, '77                            | Thomas Tracey .....          | 1 May, '77           | 100 00   | 13 00                     |                                       |
| County Line to Grand Narrows .....                                    | 9 June, '83                           | Vacant .....                 |                      |  |                           |                                       |
| Cow Bay .....   | 3 March, '79                          | Hector McDonald .....        | 3 March, '79         | 400 00   | 135 00                    |                                       |
| Crow Harbour .....  | 30 Sept., '88                         | John Ehler .....             | 5 May, '90           | 100 00   |                           |                                       |
| D'Escousse .....  | 23 Jan., '85                          | Arthur Pertus .....          | 6 March, '90         | 100 00   | 38 50                     |                                       |
| Digby .....   | 19 Feb., '78                          | James A. Hughes .....        | 19 Feb., '78         | 300 00   | 28 50                     |                                       |
| East Bay .....  | 25 Aug., '83                          | Donald McInnes .....         | 5 April, '86         | 100 00   |                           |                                       |
| Fouchier .....  | 22 May, '89                           | Neil McLean .....            | 22 May, '89          | 100 00   | 0 50                      |                                       |
| Gaberouse .....   | 3 March, '79                          | John Wm. Hardy .....         | 2 Nov., '86          | 100 00   | 2 00                      |                                       |
| Glasgow and Cape Breton Pier .....                                    | 30 Oct., '89                          | Angus McQuarrie .....        | 30 Oct., '80         | 300 00   | 230 50                    |                                       |
| Halifax .....   | No proclamation required by Act ..... | Edward O'Brien .....         | 18 March, '80        | 1,800 00   | 1,677 00                  |                                       |
| Hantsport .....   | 27 June, '84                          | Edward Davison .....         | 27 June, '84         | 225 00   | 202 50                    |                                       |
| Ingonish, North Bay of .....  | 22 March, '81                         | William Thompson .....       | 24 March, '81        | 200 00   |                           |                                       |
| Ingonish, South Bay of .....  | 9 Oct., '84                           | P. C. Brewer .....           | 9 June, '86          | 100 00   | 13 00                     |                                       |
| International Harbour, Sydney .....                                   | 30 Oct., '80                          | Michael Neville .....        | 30 Oct., '80         | 300 00   | 320 00                    | 20 00                                 |
| Isaac's Harbour .....   | 30 Oct., '89                          | Andrew J. Blakely .....      | 30 Oct., '89         | 100 00   | 24 50                     |                                       |
| Jeddore .....   | 20 Sept., '90                         | Wm. Jennox .....             | 20 Sept., '90        | 100 00   | 2 50                      |                                       |
| Jordan Bay .....  | 25 Oct., '76                          | Matthew Drips McKenzie ..... | 25 Oct., '76         | 150 00   | 3 50                      |                                       |
| * LaHave or Getson's Cove .....                                       | 12 March, '75                         | George Henry Zwicker .....   | 25 Feb., '75         | 300 00   | 22 00                     |                                       |
| L'Ardoise, Upper and Lower .....                                      | 22 Aug., '84                          | George Burke .....           | 29 Aug., '84         | 100 00   | 1 00                      |                                       |
| Lingan .....  | 12 July, '81                          | Thomas Laffin .....          | 12 July, '81         | 200 00   |                           |                                       |
| Liscombe .....  | 18 May, '81                           | David Rosenheiser .....      | 9 Aug., '88          | 200 00   |                           |                                       |
| Little Bras d'Or Lake, between McKay's Point and Grand Narrows .....  | 25 April, '84                         | Peter McLean .....           | 25 April, '84        | 100 00   |                           |                                       |
| Little Bras d'Or Lake, from McKay's Point to Washadabuck Rivers ..... | 25 April, '84                         | Alex. J. McNeill .....       | 25 April, '84        | 100 00   |                           |                                       |
| Little Glace Bay .....  | 3 Aug., '74                           | E. Douglas Rigby .....       | 8 May, '84           | 200 00   | 188 00                    |                                       |
| Little Narrows and Cranberry Point .....                              | 9 June, '83                           | Norman Matheson .....        | 23 May, '83          | 100 00   | 2 00                      |                                       |
| Liverpool .....   | 19 Jan., '77                          | Wm. A. Kenny .....           | 19 Jan., '77         | 200 00   | 114 00                    |                                       |
| Lockeport .....   | 18 May, '81                           | E. A. Capstick .....         | 18 May, '81          | 200 00   | 44 50                     |                                       |
| Louisburg .....   | 17 March, '79                         | Louis Dickson .....          | 5 Oct., '87          | 200 00   | 45 00                     |                                       |
| Lunenburg .....   | 3 Dec., '75                           | William Henry Begg .....     | 3 Dec., '75          | 150 00   | 101 50                    |                                       |
| Mabou .....   | 17 July, '80                          | Finlay Rankin .....          | 23 June, '80         | 100 00   |                           |                                       |
| Mahone Bay .....  | 16 May, '87                           | W. A. Pickles .....          | 16 May, '87          | 200 00   | 25 50                     |                                       |
| McNair's Cove .....   | 12 March, '75                         | Ronald McEachen .....        | 8 March, '75         | 150 00   |                           |                                       |
| Main à Dieu .....   | 31 July, '86                          | John Farrell .....           | 21 July, '86         | 100 00   | 14 00                     |                                       |

\* NOTE.—The Harbour Master at LaHave imposed a fine for violation of the Harbour Regulations and deposited the amount \$12, to the credit of the Receiver-General.

TABLE showing the names of Ports proclaimed under the Dominion Acts, &c.—*Con.*PROVINCE OF NOVA SCOTIA—*Concluded.*

| Name of Port.   | Date of Proclamation. | Name of Harbour Master.   | Date of Appointment. | Amount from the fees of office salary not to exceed. | Amount collected in 1891. | Amount paid over to Receiver-General. |
|---|-----------------------|---------------------------|----------------------|--|---------------------------|---------------------------------------|
|   |                       |                           |                      | \$ cts.  | \$ cts.                   | \$ cts.                               |
| Maitland  | 26 May, '85           | Vacant.                   |                      |  |                           |                                       |
| Margaretsville  | 26 March, '78         | Robert Earley             | 26 March, '78        | 100 00   |                           |                                       |
| Margaret's Bay  | 16 July, '75          | Francis Peter Boutillier. | 9 July, '75          | 100 00   | 27 50                     |                                       |
| Margaree  | 12 June, '86          | Julian White.             | 2 Aug., '89          | 100 00   | 6 00                      |                                       |
| Merigomish  | 26 March, '78         | W. C. Olding.             | 26 March, '78        | 100 00   |                           |                                       |
| Meteghan River  | 10 Feb., '83          | Urbain Doucette           | 31 Jan., '83         | 100 00   | 36 00                     |                                       |
| McNeil's Harbour                                      | 9 June, '83           | A. Hayman.                | 28 May, '83          | 100 00   |                           |                                       |
| Musquodoboit.   | 19 May, '82           | David Williams.           | 19 May, '82          | 100 00   | 3 00                      |                                       |
| New Haven   | 9 June, '83           | H. A. McLeod              | 17 Aug., '89         | 100 00   |                           |                                       |
| Northport.  | 27 June, '82          | John Burns.               | 27 June, '82         | 100 00   | 44 00                     |                                       |
| Northwest Cove, Coleman's Cove and Aspotogan Harbour. | 22 Dec., '76          | Vacant.                   |                      |  |                           |                                       |
| Parrsboro'  | 22 Oct., '73          | Edward Walter Beaty.      | 22 Oct., '73         | 200 00   | 180 50                    |                                       |
| Petite Rivière Bridge.                                | 7 July, '83           | Joseph Nelson Parks.      | 27 April, '88        | 100 00   |                           |                                       |
| Plaster Harbour.                                      | 6 May, '74            | Vacant.                   |                      |  |                           |                                       |
| Port George.  | 1 May, '77            | Charles B. Weaver.        | 1 May, '77           | 150 00   |                           |                                       |
| Port Greville.  | 13 March, '80         | George Hatfield.          | 8 April, '91         | 200 00   | 5 50                      |                                       |
| Port Hawkesbury                                       | 16 July, '75          | Daniel Henesey.           | 9 July, '75          | 200 00   | 78 00                     |                                       |
| Port Hood.  | 16 July, '75          | John Murphy, jun.         | 9 July, '75          | 200 00   | 2 50                      |                                       |
| Port la Tour.   | 14 April, '81         | William Nickerson.        | 14 April, '81        | 200 00   | 3 00                      |                                       |
| Port Lorne.   | 27 March, '86         | Samuel Beardsley          | 13 March, '86        | 200 00   | 1 00                      |                                       |
| Port Mulgrave.  | 8 March, '76          | Duncan Gillis.            | 23 March, '83        | 200 00   | 28 50                     |                                       |
| Port Medway.  | 25 June, '79          | John W. Hutt              | 19 April, '84        | 200 00   | 15 00                     |                                       |
| Pubnico.  | 27 Sept., '82         | D. Q. Amireau.            | 27 Sept., '82        | 100 00   | 46 50                     |                                       |
| Pugwash.  | 22 Oct., '73          | A. A. Stevens             | 22 Oct., '73         | 100 00   | 51 00                     |                                       |
| Ritcey's Cove.  | 26 Sept., '84         | Joseph Ritcey             | 29 Sept., '84        | 100 00   | 50 50                     |                                       |
| River John.   | 26 March, '78         | H. Campbell               | 11 June, '91         | 100 00   | 1 00                      |                                       |
| St. Ann's, including Fuchs Cove                       | 20 April, '81         | Peter McLean              | 20 April, '81        | 200 00   |                           |                                       |
| St. Mary's River.                                     | 18 May, '81           | James G. Pride.           | 18 May, '81          | 200 00   | 9 00                      |                                       |
| St. Peter's.  | 24 Jan., '81          | Peter McNeill             | 17 Sept., '83        | 200 00   | 84 00                     |                                       |
| Sambro.   | 27 Dec., '79          | Ben Smith, sen.           | 23 Dec., '79         | 200 00   | 4 00                      |                                       |
| Sheet Harbour.  | 14 May, '74           | Malcolm McFarlane.        | 6 Dec., '83          | 150 00   | 52 00                     |                                       |
| Shelburne.  | 27 Aug., '77          | John A. McGowan, jun.     | 22 Jan., '80         | 200 00   | 193 00                    |                                       |
| Ship Harbour.   | 2 June, '84           | Conrad Marks              | 2 June, '84          | 100 00   | 11 00                     |                                       |
| Smith's Mountain                                      | 9 June, '83           | James McKillop.           | 28 May, '73          | 100 00   | 2 50                      |                                       |
| Tatamagouche  | 27 Feb., '78          | Samuel Hingley.           | 18 March, '87        | 200 00   | 3 50                      |                                       |
| Tidnish.  | 5 July, '82           | Charles Fields            | 30 June, '84         | 100 00   | 28 00                     |                                       |
| Torbay and Whitehead.                                 | 18 May, '81           | O. N. Feltmate.           | 18 May, '81          | 200 00   | 38 00                     |                                       |
| Tusket.   | 18 March, '75         | Charles W. Hatfield.      | 7 March, '87         | 100 00   | 6 00                      |                                       |
| Victoria Pier, Sydney.                                | 25 July, '84          | York H. Barrington        | 25 July, '84         | 200 00   | 126 50                    |                                       |
| Wallace.  | 22 Oct., '73          | Charles E. Kerr.          | 28 July, '85         | 100 00   | 9 50                      |                                       |
| West Arichat.   | 20 Aug., '90          | Simon Terrio.             | 20 Aug., '90         | 100 00   | 21 50                     |                                       |
| West Bay.   | 8 May, '84            | John McInnes.             | 8 May, '84           | 100 00   | 3 50                      |                                       |
| West Port.  | 8 March, '87          | Joseph D. Payson.         | 8 March, '87         | 200 00   | 33 50                     |                                       |
| Whycocomagh.  | 29 Oct., '75          | Neil McKinnon.            | 8 Oct., '75          | 100 00   |                           |                                       |
| Yarmouth.   | 18 March, '75         | Ebenezer Scott.           | 19 Oct., '77         | 250 00   | 245 50                    |                                       |

## PROVINCE OF PRINCE EDWARD ISLAND.

|                        |               |                     |               |        |      |  |
|------------------------|---------------|---------------------|---------------|--------|------|--|
| Alberton and Cascumpec | 15 July, '74  | Algernon Wells.     | 18 Dec., '90  | 200 00 | 7 50 |  |
| Bay Fortune.           | 10 April, '75 | John R. Coffin      | 29 April, '78 | 200 00 |      |  |
| Brudenell.             | 25 July, '85  | John A. Gordon, jun | 25 July, '85  | 200 00 |      |  |
| Cape Traverse.         | 23 May, '84   | Vacant.             |               |        |      |  |

TABLE showing the names of Ports proclaimed under the Dominion Acts, &c.—*Con.*PROVINCE OF PRINCE EDWARD ISLAND—*Concluded.*

| Name of Port.   | Date of Proclamation. | Name of Harbour Master. | Date of Appointment. | Amount from the fees of office salary not to exceed. | Amount collected in 1891. | Amount paid over to Receiver General. |
|---|-----------------------|-------------------------|----------------------|--|---------------------------|---------------------------------------|
|   |                       |                         |                      | \$ cts.  | \$ cts.                   | \$ cts.                               |
| Cardigan River, including Cardigan Bridge..                           | 2 July, '78           | Hercules McDonald.....  | 2 July, '78          | 200 00   | .....                     | .....                                 |
| Cardigan River, from head of river to north bank Mitchell River..     | 2 July, '78           | Allan Campbell.....     | 14 June, '83         | 100 00   | .....                     | .....                                 |
| Cove Head.....  | 15 May, '80           | James D. McMillan.....  | 15 May, '80          | 100 00   | .....                     | .....                                 |
| Charlottetown.....  | 15 July, '74          | David Small.....        | 17 June, '74         | 400 00   | 210 75                    | .....                                 |
| Crapaud.....  | 15 July, '74          | Wesley Myers.....       | 17 June, '74         | 200 00   | 4 00                      | .....                                 |
| Egmont.....   | 15 July, '74          | George Bollum.....      | 3 Nov., '85          | 200 00   | .....                     | .....                                 |
| Georgetown..  | 15 July, '74          | Samuel Hemphill.....    | 1 Dec., '87          | 200 00   | 91 00                     | .....                                 |
| Grand River..   | 10 April, '75         | Ronald S. McDonald..... | 10 April, '75        | 200 00   | .....                     | .....                                 |
| Grand River, down to and including Poplar Point and Chapel Wharf..... | 10 April, '75         | Vacant.....             | .....                | .....  | .....                     | .....                                 |
| Malpeque.....   | 10 July, '74          | Alex. Thomson.....      | 5 April, '87         | 200 00   | 0 50                      | .....                                 |
| Miminegash.....   | 17 April, '80         | Michael McElroy.....    | 12 April, '80        | 100 00   | .....                     | .....                                 |
| Montague Bridge.....  | 15 July, '74          | Daniel C. Campbell..... | 17 June, '84         | 200 00   | 10 00                     | .....                                 |
| Murray Harbour..  | 17 June, '74          | Wm. Millar.....         | 17 June, '74         | 200 00   | .....                     | .....                                 |
| Murray River.....   | 15 July, '74          | Hugh McKay.....         | 8 May, '84           | 200 00   | 7 00                      | .....                                 |
| New London.....   | 15 July, '74          | George Mackenzie.....   | 17 June, '74         | 200 00   | 3 00                      | .....                                 |
| Pinette.....  | 15 July, '74          | Vacant.....             | .....                | .....  | .....                     | .....                                 |
| Port Hill.....  | 15 July, '74          | James Ellis.....        | 17 June, '74         | 200 00   | .....                     | .....                                 |
| Pownal.....   | 10 July, '79          | A. A. Moore.....        | 10 July, '79         | 100 00   | 0 50                      | .....                                 |
| Rollo Bay.....  | 10 April, '75         | Vacant.....             | .....                | .....  | .....                     | .....                                 |
| Rustico.....  | 17 May, '75           | Geo. W. McKay.....      | 12 April, '81        | 200 00   | 7 00                      | .....                                 |
| St. Peter's Bay.....  | 10 April, '75         | John McGrath.....       | 28 June, '87         | 200 00   | .....                     | .....                                 |
| Souris, East and West..   | 10 April, '75         | John McCormick.....     | 25 April, '79        | 200 00   | .....                     | .....                                 |
| Summerside.....   | 15 July, '74          | James Grady.....        | 7 Nov., '87          | 200 00   | 43 00                     | .....                                 |
| Tignish.....  | 22 April, '90         | Vacant.....             | .....                | .....  | .....                     | .....                                 |
| Tracadie.....   | 17 May, '75           | Donald Campbell.....    | 31 Jan., '81         | 200 00   | 1 00                      | .....                                 |
| Tryon.....  | 12 April, '77         | Vacant.....             | .....                | .....  | .....                     | .....                                 |
| Vernon River Bridge...  | 19 May, '74           | John Finlay.....        | 9 Oct., '84          | 200 00   | 5 00                      | .....                                 |
| West River.....   | 17 May, '75           | Vacant.....             | .....                | .....  | .....                     | .....                                 |

## PROVINCE OF BRITISH COLUMBIA.

|   |               |                     |               |        |        |        |
|---|---------------|---------------------|---------------|--------|--------|--------|
| Nanaimo.....                            | 10 April, '75 | E. Quennell.....    | 24 Oct., '84  | 500 00 | 633 00 | 133 00 |
| New Westminster.....                    | 23 Jan., '80  | Jas. N. Draper..... | 18 Aug., '86  | 400 00 | 63 50  | .....  |
| Quadra.....                             | 17 April, '77 | Vacant.....         | .....         | .....  | .....  | .....  |
| Vancouver, including Burrard Inlet..... | 22 Feb., '88  | M. W. Thane.....    | 22 Feb., '81  | 400 00 | 431 00 | 31 00  |
| Victoria and Esquimalt.                 | 20 March, '75 | W. R. Clarke.....   | 33 March, '81 | 600 00 | 422 00 | .....  |

WM. SMITH,

*Deputy Minister of Marine.*

OTTAWA, 1st January, 1892.

APPENDIX No. 35.

STATEMENT showing results of certain returns respecting Shipping and Discharging of Seamen, received by the Department of Marine in accordance with the provisions of chapter 74, Consolidated Statutes of Canada, from Shipping Masters throughout the Dominion, for the half-years ended 30th June and 31st December, 1891.

NOTE.—Names printed in italics are Shipping Masters appointed under the Act, the others the Collectors of Customs who act as Shipping Masters.

QUEBEC.

| Name of Port.         | Name of County.   | Name of Shipping Master. | For Half-year ended 30th June, 1891. |                    |         | For Half-year ended 31st December, 1891. |                    |          | Total Seamen Shipped. | Total Seamen Discharged. | Total Amount. |
|-----------------------|-------------------|--------------------------|--------------------------------------|--------------------|---------|--|--------------------|----------|-----------------------|--------------------------|---------------|
|                       |                   |                          | Seamen Shipped.                      | Seamen Discharged. | Amount. | Seamen Shipped.                          | Seamen Discharged. | Amount.  |                       |                          |               |
|                       |                   |                          |                                      |                    |         |  |                    |          |                       |                          |               |
| Bas-Ecoumaina.....    | Bonaventure.....  | John Topping.....        | Nil.                                 | Nil.               | .....   | Nil.                                     | Nil.               | .....    | Nil.                  | Nil.                     | .....         |
| Bas-Ecoumain.....     | Gaspé.....        | F. G. Eden.....          | Nil.                                 | Nil.               | .....   | 29                                       | 32                 | 24 10    | 29                    | 32                       | 24 10         |
| Magdalen Islands..... | Gaspé.....        | P. L. Joncas.....        | Nil.                                 | Nil.               | .....   | .....                                    | 1                  | 0 30     | .....                 | 1                        | 0 30          |
| Montreal.....         | Montreal.....     | Henry McKay.....         | 412                                  | 330                | 305 00  | 1,498                                    | 1,226              | 1,116 80 | 1,910                 | 1,556                    | 1,421 80      |
| New Carlisle.....     | Bonaventure.....  | P. C. Beauchene.....     | 10                                   | 4                  | 6 20    | 5  | 7                  | 4 60     | 15                    | 11                       | 10 80         |
| New Richmond.....     | Bonaventure.....  | R. W. H. Dimock.....     | .....                                | .....              | .....   | .....                                    | .....              | .....    | .....                 | .....                    | .....         |
| Percé.....            | Gaspé.....        | W. Flynn.....            | Nil.                                 | Nil.               | .....   | Nil.                                     | Nil.               | .....    | Nil.                  | Nil.                     | .....         |
| Quebec.....           | Quebec.....       | J. U. Gregory.....       | 271                                  | 56                 | 152 30  | 433                                      | 171                | 267 80   | 704                   | 227                      | 420 10        |
| Rimouski.....         | .....             | J. A. Martin.....        | Nil.                                 | Nil.               | .....   | Nil.                                     | Nil.               | .....    | Nil.                  | Nil.                     | .....         |
| St. John's.....       | St. John's.....   | E. D. Philips.....       | Nil.                                 | Nil.               | .....   | Nil.                                     | Nil.               | .....    | Nil.                  | Nil.                     | .....         |
| Sorel.....            | Richelieu.....    | Joseph Mathieu.....      | 1                                    | 13                 | 4 40    | .....                                    | 1                  | 0 30     | .....                 | 14                       | 4 70          |
| Three Rivers.....     | Three Rivers..... | P. H. Vanasse.....       | Nil.                                 | Nil.               | .....   | .....                                    | 2                  | 0 60     | .....                 | 2                        | 0 60          |

NEW BRUNSWICK.

|       |         |                |      |      |       |      |      |       |      |      |       |
|-------|---------|----------------|------|------|-------|------|------|-------|------|------|-------|
| Alma. | Albert. | D. Cleveland.  | 11   | 4    | 6 70  | 10   | 7    | 7 10  | 21   | 11   | 13 80 |
| Alma. | Alma.   | W. J. O'Brien. | Nil. | Nil. | ...   | Nil. | Nil. | ...   | Nil. | Nil. | ...   |
| Alma. | Alma.   | J. J. LeBlanc. | ...  | ...  | ...   | ...  | ...  | ...   | ...  | ...  | ...   |
| Alma. | Alma.   | J. J. Brown.   | 57   | 6    | 20 30 | 38   | 28   | 27 40 | 75   | 34   | 47 70 |
| Alma. | Alma.   | A. K. Dysart.  | Nil. | Nil. | ...   | Nil. | Nil. | ...   | Nil. | Nil. | ...   |
| Alma. | Alma.   | W. Montgomey.  | 5    | ...  | 2 50  | Nil. | Nil. | ...   | 5    | ...  | 2 50  |
| Alma. | Alma.   | Walter Dobson. | 16   | 2    | 8 60  | 36   | 32   | 27 60 | 52   | 34   | 36 20 |
| Alma. | Alma.   | A. F. Street.  | Nil. | Nil. | ...   | Nil. | Nil. | ...   | Nil. | Nil. | ...   |
| Alma. | Alma.   | E. A. Calder.  | Nil. | Nil. | ...   | Nil. | Nil. | ...   | Nil. | Nil. | ...   |

|                    |                   |       |       |          |       |       |          |       |       |          |
|--------------------|-------------------|-------|-------|----------|-------|-------|----------|-------|-------|----------|
| Harvey.....        | Albert.....       | 20    | 6     | 11 80    | 8     | 1     | 4 30     | 28    | 7     | 16 11    |
| Hillsborough.....  | Albert.....       | 41    | 9     | 23 20    | 27    | 26    | 21 30    | 68    | 35    | 44 50    |
| Lepreau.....       | Charlotte.....    | Nil.  | Nil.  | 8 70     | Nil.  | Nil.  | 17 00    | Nil.  | Nil.  | 25 70    |
| Moncton.....       | Westmoreland..... | 15    | 4     | 5 30     | 22    | 20    | 3 50     | 37    | 24    | 8 80     |
| New Bedford.....   | St. John.....     | 7     | 6     | 4 00     | 4     | 5     | 11 80    | 11    | 11    | 15 80    |
| Newcastle.....     | Gloucester.....   | 8     | 20    | 22 10    | 14    | 32    | 16 60    | 51    | 44    | 38 70    |
| North Joggins..... | Westmoreland..... | 37    | 12    | 0 80     | 7     | 6     | 5 30     | 8     | 7     | 6 11     |
| Quebec.....        | St. John.....     | 1     | 1     | Nil.     | 3     | 10    | 4 50     | 3     | 10    | 4 50     |
| Richibucto.....    | Kent.....         | Nil.  | Nil.  | 2 40     | 14    | 8     | 9 40     | 17    | 11    | 11 80    |
| Rockland.....      | Westmoreland..... | 3     | 3     | 6 40     | 20    | 24    | 17 20    | 28    | 32    | 23 60    |
| Rockport.....      | Westmoreland..... | 8     | 8     | 4 50     | 5     | 10    | 5 50     | 14    | 10    | 10 00    |
| Sackville.....     | Charlotte.....    | 9     | 1,025 | 1,122 00 | 2,117 | 1,736 | 1,579 30 | 3,746 | 2,761 | 2,701 30 |
| St. Andrews.....   | St. John.....     | 1,629 | Nil.  | 6 10     | Nil.  | 3     | 2 90     | Nil.  | Nil.  | 9 00     |
| St. George.....    | St. John.....     | Nil.  | 1     | Nil.     | 4     | 3     | Nil.     | 11    | 4     | Nil.     |
| St. John.....      | Westmoreland..... | 7     | Nil.  | Nil.     | Nil.  | Nil.  | Nil.     | Nil.  | Nil.  | Nil.     |
| St. Stephens.....  | Westmoreland..... | Nil.  | Nil.  | Nil.     | Nil.  | Nil.  | Nil.     | Nil.  | Nil.  | Nil.     |
| Shediac.....       | Gloucester.....   | Nil.  | Nil.  | Nil.     | Nil.  | Nil.  | Nil.     | Nil.  | Nil.  | Nil.     |
| Shippegan.....     | Gloucester.....   | Nil.  | Nil.  | Nil.     | Nil.  | Nil.  | Nil.     | Nil.  | Nil.  | Nil.     |

## NOVA SCOTIA.

|                           |                     |      |      |       |      |      |       |      |      |       |
|---------------------------|---------------------|------|------|-------|------|------|-------|------|------|-------|
| Advocate.....             | Cumberland.....     | 18   | 2    | 9 60  | 31   | 3    | 16 40 | 49   | 5    | 26 00 |
| Anahst.....               | Cumberland.....     | Nil. | Nil. | 35 50 | Nil. | Nil. | 31 40 | Nil. | Nil. | 66 90 |
| Annapolis.....            | Annapolis.....      | 50   | 35   | 4 50  | Nil. | 8    | 6 40  | 90   | 73   | 10 90 |
| Antigonish.....           | Antigonish.....     | 9    | Nil. | 29 20 | 8    | 13   | 22 40 | 17   | 8    | 51 60 |
| Apple River.....          | Cumberland.....     | 47   | 19   | 3 00  | 37   | Nil. | 0 90  | 84   | 32   | Nil.  |
| Arichat.....              | Richmond.....       | Nil. | Nil. | 31 00 | Nil. | 3    | 20 00 | Nil. | Nil. | 3 90  |
| Aspy Bay.....             | Victoria.....       | 6    | Nil. | 43 60 | Nil. | Nil. | 49 20 | 63   | 65   | 51 00 |
| Baddeck.....              | Victoria.....       | Nil. | Nil. | 26 10 | Nil. | Nil. | Nil.  | 128  | 96   | 92 80 |
| Barrington.....           | Shelburne.....      | 41   | 35   | 2 90  | 60   | 80   | 54 00 | Nil. | Nil. | 80 10 |
| Bayfield.....             | Antigonish.....     | 59   | 47   | 3 00  | 4    | 3    | 2 90  | 8    | 6    | 5 80  |
| Beliveau Cove.....        | Digby.....          | Nil. | Nil. | 6 30  | 12   | 3    | 6 90  | 19   | 12   | 13 10 |
| Bear River.....           | Digby.....          | 7    | 9    | 5 30  | 8    | 2    | 4 60  | 15   | 8    | 9 90  |
| Beaver River.....         | Colchester.....     | 18   | 6    | 10 80 | 16   | 24   | 15 20 | 34   | 30   | 26 00 |
| Bridgetown.....           | Annapolis.....      | 11   | 8    | 7 90  | 28   | 23   | 20 90 | 22   | 26   | 18 80 |
| Bridgewater.....          | Lunenburg.....      | 2    | 1    | 1 30  | 20   | 1    | 10 30 | 39   | 31   | 28 80 |
| Canada Creek.....         | King's.....         | 3    | Nil. | 1 50  | 3    | 3    | 2 40  | 22   | 2    | 11 60 |
| Canso.....                | Digby.....          | Nil. | Nil. | Nil.  | 4    | 1    | 2 30  | 6    | 3    | 3 90  |
| Cape Sable Island.....    | Guysboro'.....      | 8    | Nil. | 4 00  | Nil. | Nil. | Nil.  | Nil. | Nil. | 2 30  |
| Clementsport.....         | Shelburne.....      | 11   | 8    | 7 90  | 28   | 23   | 20 90 | 22   | 26   | 18 80 |
| Cornwallis (Canning)..... | Chas. Dittmars..... | 11   | 8    | 7 90  | 28   | 23   | 20 90 | 22   | 26   | 18 80 |
| Cow Bay.....              | E. Rand.....        | 2    | 1    | 1 30  | 20   | 1    | 10 30 | 39   | 31   | 28 80 |
| Digby.....                | W. W. Bown.....     | 3    | Nil. | 1 50  | 3    | 3    | 2 40  | 22   | 2    | 11 60 |
| Freeport.....             | J. M. Vies.....     | Nil. | Nil. | Nil.  | 4    | 1    | 2 30  | 6    | 3    | 3 90  |
| French Cross.....         | Isaiah Thurber..... | Nil. | Nil. | Nil.  | 4    | 1    | 2 30  | 6    | 3    | 3 90  |
| Great Bras d'Or.....      | King's.....         | Nil. | Nil. | Nil.  | 4    | 1    | 2 30  | 6    | 3    | 3 90  |
| Guysboro'.....            | D. Campbell.....    | 8    | Nil. | 4 00  | Nil. | Nil. | Nil.  | Nil. | Nil. | 2 30  |
|                           | W. Cameron.....     | Nil. | Nil. | 4 00  | Nil. | Nil. | Nil.  | Nil. | Nil. | 2 30  |
|                           | Guysboro'.....      | 8    | Nil. | 4 00  | Nil. | Nil. | Nil.  | Nil. | Nil. | 2 30  |



STATEMENT showing returns respecting Shipping and Discharging Seamen, &c.—*Concluded.*NOVA SCOTIA—*Concluded.*

| Name of Port.                       | Name of County. | Name of Shipping Master. | For half-year ended 30th June, 1891. |                    |                 | For half-year ended 31st December, 1891. |                    |                 | Total Seamen Shipped. | Total Seamen Discharged. | Total Amount. |
|-------------------------------------|-----------------|--------------------------|--------------------------------------|--------------------|-----------------|--|--------------------|-----------------|-----------------------|--------------------------|---------------|
|                                     |                 |                          | Seamen Shipped.                      | Seamen Discharged. | Amount. \$ cts. | Seamen Shipped.                          | Seamen Discharged. | Amount. \$ cts. |                       |                          |               |
| Halifax                             | Halifax         | H. Bligh.                | 1,814                                | 1,263              | 1,285 90        | 1,720                                    | 1,341              | 1,262 30        | 3,534                 | 2,604                    | 2,548 20      |
| Hantsport                           | Hants           | J. W. Lawrence.          | 42                                   | 24                 | 28 20           | 61                                       | 130                | 69 50           | 103                   | 154                      | 97 70         |
| Harbour au Bouche.                  | Antigonish      | E. Corbet.               | 4                                    | ...                | 2 00            | Nil.                                     | Nil.               | ...             | 4                     | ...                      | 2 00          |
| Harbourville.                       | King's          | Chas. E. Morris          | 7                                    | 3                  | 4 40            | 4  | 6                  | 3 80            | 11                    | 9                        | 8 20          |
| Isaac Harbour                       | Guysboro'       | J. D. Giffin             | 8                                    | ...                | 4 00            | 26                                       | 10                 | 16 00           | 34                    | 10                       | 20 00         |
| Joggins.                            | Cumberland      | J. Moffatt               | 6                                    | ...                | 3 00            | 16                                       | 7                  | 10 10           | 22                    | 7                        | 13 10         |
| Jordan Bay.                         | Shelburne       | M. D. McKenzie.          | Nil.                                 | Nil.               | ...             | 6  | 4                  | 4 20            | 6                     | 4                        | 4 20          |
| Lingan.                             | Cape Breton     | Matthew Roche            | ...                                  | ...                | ...             | Nil.                                     | Nil.               | ...             | Nil.                  | Nil.                     | ...           |
| Little Bras d'Or.                   | Cape Breton     | P. Collins.              | Nil.                                 | Nil.               | ...             | ...                                      | ...                | ...             | ...                   | ...                      | ...           |
| Liscomb.                            | Guysboro'       | James Hemlow             | ...                                  | ...                | ...             | 109                                      | 69                 | 74 20           | 248                   | 115                      | 156 90        |
| Liverpool.                          | Queen's         | W. A. Kenney.            | 139                                  | 46                 | 82 70           | 68                                       | 63                 | 52 90           | 198                   | 126                      | 136 80        |
| Lockport.                           | Shelburne       | George Stalker.          | 130                                  | 63                 | 83 96           | 6  | 2                  | 3 60            | 8                     | 2                        | 4 60          |
| Londonderry.                        | Colchester.     | J. A. Blaikie.           | 2                                    | ...                | 1 00            | ...                                      | ...                | ...             | ...                   | ...                      | ...           |
| Louisburg                           | Cape Breton     | W. H. McAlpine.          | 43                                   | 14                 | 25 70           | 28                                       | 29                 | 22 70           | 71                    | 43                       | 48 40         |
| Lunenburg                           | Lunenburg       | William Young.           | 278                                  | 418                | 264 40          | 347                                      | 321                | 269 80          | 625                   | 739                      | 534 20        |
| Malbone Bay.                        | Lunenburg       | A. F. Zwicker.           | 11                                   | 14                 | 9 70            | 48                                       | 4                  | 25 20           | 59                    | 18                       | 34 90         |
| Main à Dieu.                        | Cape Breton     | R. McDougall.            | Nil.                                 | Nil.               | ...             | Nil.                                     | Nil.               | ...             | Nil.                  | Nil.                     | ...           |
| Maitland.                           | Hants           | Alex. Roy                | ...                                  | ...                | ...             | Nil.                                     | Nil.               | ...             | Nil.                  | Nil.                     | ...           |
| Margaree.                           | Inverness       | M. A. Dunn               | Nil.                                 | Nil.               | 5 50            | 9  | 5                  | 6 00            | 17                    | 10                       | 11 50         |
| Margaretsville.                     | Annapolis       | D. W. Landers.           | 8                                    | 5                  | ...             | ...                                      | ...                | ...             | ...                   | ...                      | ...           |
| Merigomish                          | Pictou          | E. U. McGregor.          | Nil.                                 | Nil.               | 23 50           | 13                                       | 5                  | 8 00            | Nil.                  | Nil.                     | ...           |
| Meteghan.                           | Digby           | E. U. Doucet.            | 41                                   | 10                 | 3 00            | Nil.                                     | Nil.               | ...             | 64                    | 15                       | 31 50         |
| North East Harbour.                 | Shelburne       | G. B. Swaine.            | 6                                    | ...                | 37 10           | Nil.                                     | Nil.               | ...             | 6                     | ...                      | 3 00          |
| North Sydney                        | Cape Breton     | James Armstrong.         | 61                                   | 23                 | 37 10           | 205                                      | 118                | 137 90          | 266                   | 140                      | 175 00        |
| Parasborough                        | Cumberland      | A. S. Townshend          | 115                                  | 84                 | 82 70           | 227                                      | 200                | 173 50          | 342                   | 284                      | 256 20        |
| Pictou                              | Pictou          | M. Campbell.             | 45                                   | 8                  | 24 90           | 72                                       | 59                 | 53 70           | 117                   | 67                       | 78 60         |
| Port Acadia.                        | Digby           | A. Bourneuf              | 30                                   | 19                 | 20 70           | 16                                       | 7                  | 10 10           | 46                    | 26                       | 30 80         |
| Port Caledonia and Little Glace Bay | Cape Breton     | J. J. Campbell.          | 51                                   | 60                 | 43 50           | 41                                       | 65                 | 40 00           | 92                    | 125                      | 83 50         |
| Port Gilbert.                       | Digby           | S. Sanderson.            | 91                                   | 47                 | 59 60           | 109                                      | 132                | 94 10           | 200                   | 179                      | 153 70        |
| Port Greville                       | Cumberland      | James Kerr.              | 23                                   | 2                  | 12 10           | 4  | 6                  | 3 80            | 27                    | 8                        | 15 90         |
| Port Hawkesbury                     | Inverness       | John Stapleton.          | 20                                   | 14                 | 14 20           | 25                                       | 15                 | 17 00           | 45                    | 29                       | 31 20         |
| Port Hood.                          | Inverness       | E. D. Tremain.           | Nil.                                 | Nil.               | ...             | Nil.                                     | Nil.               | ...             | Nil.                  | Nil.                     | ...           |
| Port la Tour.                       | Shelburne       | J. W. Taylor.            | Nil.                                 | Nil.               | ...             | 3  | 1                  | 1 80            | 3                     | 1                        | 1 80          |
| Port Lorne                          | Annapolis       | W. Graves.               | Nil.                                 | Nil.               | ...             | Nil.                                     | Nil.               | ...             | Nil.                  | Nil.                     | ...           |

|                   |             |      |      |        |      |      |        |     |      |     |        |        |        |
|-------------------|-------------|------|------|--------|------|------|--------|-----|------|-----|--------|--------|--------|
| Port, Medway.     | Queen's...  | 42   | 12   | 24 60  | Nil. | Nil. | 2 10   | 32  | Nil. | 8   | 14     | 4      | 5 00   |
| Port Mulgrave.    | Guysboro'   | 8    | 4    | 5 00   | 8    | 3    | 4 90   | 14  | 48   | 6   | 8 80   | 24 00  | 8 80   |
| Port William.     | King's...   | 6    | 3    | 3 90   | 17   | 4    | 2 90   | 7   | 2    | 2   | 2 90   | 2 90   | 2 90   |
| Pubnico.          | Yarmouth.   | 31   | Nil. | 15 50  | 4    | 4    | 2 60   | 32  | Nil. | 16  | 10 40  | 10 40  | 10 40  |
| Pugwash.          | Cumberland  | Nil  | Nil. | 1 50   | 4    | 4    | 2 60   | 32  | Nil. | 16  | 10 40  | 10 40  | 10 40  |
| St. Ann's.        | Cape Breton | 3    | Nil. | 14 50  | 29   | Nil. | 2 10   | 32  | Nil. | 16  | 10 40  | 10 40  | 10 40  |
| St. Mary's River. | Guysboro'   | 29   | Nil. | 14 50  | 29   | Nil. | 2 10   | 32  | Nil. | 16  | 10 40  | 10 40  | 10 40  |
| St. Peter's.      | Richmond    | Nil. | Nil. | 40 90  | 68   | Nil. | 18 40  | 91  | 46   | 46  | 59 30  | 59 30  | 59 30  |
| Sheet Harbour.    | Halifax     | 68   | 23   | 40 90  | 68   | Nil. | 18 40  | 91  | 46   | 46  | 59 30  | 59 30  | 59 30  |
| Shelburne.        | Shelburne   | 21   | 10   | 13 50  | 61   | 29   | 14 50  | 44  | 1    | 1   | 22 30  | 22 30  | 22 30  |
| Sydney.           | Cape Breton | 15   | 1    | 7 80   | Nil. | Nil. | 14 50  | 44  | 1    | 1   | 22 30  | 22 30  | 22 30  |
| Thorne's Cove.    | Annapolis   | Nil. | Nil. | 7 80   | Nil. | Nil. | 14 50  | 44  | 1    | 1   | 22 30  | 22 30  | 22 30  |
| Truro.            | Colchester  | Nil. | Nil. | 7 80   | Nil. | Nil. | 14 50  | 44  | 1    | 1   | 22 30  | 22 30  | 22 30  |
| Tatamagouche.     | Colchester  | Nil. | Nil. | 7 80   | Nil. | Nil. | 14 50  | 44  | 1    | 1   | 22 30  | 22 30  | 22 30  |
| Wallace.          | Cumberland  | Nil. | Nil. | 7 80   | Nil. | Nil. | 14 50  | 44  | 1    | 1   | 22 30  | 22 30  | 22 30  |
| West Arichat.     | Hants       | 17   | Nil. | 8 50   | 19   | 15   | 14 00  | 36  | 15   | 15  | 22 50  | 22 50  | 22 50  |
| Weymouth.         | Richmond    | 71   | 15   | 40 00  | 51   | 56   | 37 20  | 204 | 76   | 76  | 124 80 | 124 80 | 124 80 |
| Windsor.          | Digby       | 68   | 20   | 40 00  | 51   | 56   | 37 20  | 204 | 76   | 76  | 124 80 | 124 80 | 124 80 |
| Wilnot.           | Hants       | Nil. | Nil. | 40 00  | 51   | 56   | 37 20  | 204 | 76   | 76  | 124 80 | 124 80 | 124 80 |
| Wolfville.        | Annapolis   | Nil. | Nil. | 40 00  | 51   | 56   | 37 20  | 204 | 76   | 76  | 124 80 | 124 80 | 124 80 |
| Yarmouth.         | King's...   | 438  | 256  | 295 80 | Nil. | 488  | 378 40 | 926 | 704  | 704 | 674 20 | 674 20 | 674 20 |
|                   | Yarmouth.   | 438  | 256  | 295 80 | Nil. | 488  | 378 40 | 926 | 704  | 704 | 674 20 | 674 20 | 674 20 |

## PRINCE EDWARD ISLAND.

243

|                  |          |      |      |       |      |      |       |      |      |      |       |       |       |
|------------------|----------|------|------|-------|------|------|-------|------|------|------|-------|-------|-------|
| Casampec.        | Prince.  | Nil. | Nil. | 36 00 | Nil. | Nil. | 42 00 | Nil. | Nil. | Nil. | 78 00 | 78 00 | 78 00 |
| Charlottetown.   | Queen's. | 54   | 30   | 4 70  | 4    | 4    | 42 00 | 114  | 70   | 70   | 4 70  | 4 70  | 4 70  |
| Crepaud.         | King's.  | 7    | 6    | 13 80 | 24   | Nil. | 14 50 | 47   | 16   | 16   | 28 30 | 28 30 | 28 30 |
| Georgetown.      | King's.  | Nil. | Nil. | 2 50  | 5    | 4    | 3 90  | 11   | 3    | 3    | 6 40  | 6 40  | 6 40  |
| Malpeque.        | Prince.  | Nil. | Nil. | 2 00  | 4    | 4    | 3 90  | 11   | 3    | 3    | 6 40  | 6 40  | 6 40  |
| Montague Bridge. | King's.  | Nil. | Nil. | 2 00  | 4    | 4    | 3 90  | 11   | 3    | 3    | 6 40  | 6 40  | 6 40  |
| Murray Harbour.  | King's.  | Nil. | Nil. | 2 00  | 4    | 4    | 3 90  | 11   | 3    | 3    | 6 40  | 6 40  | 6 40  |
| Pinette.         | Queen's. | Nil. | Nil. | 2 00  | 4    | 4    | 3 90  | 11   | 3    | 3    | 6 40  | 6 40  | 6 40  |
| Port Hill.       | Prince.  | Nil. | Nil. | 2 00  | 4    | 4    | 3 90  | 11   | 3    | 3    | 6 40  | 6 40  | 6 40  |
| St. Peter's Bay. | King's.  | Nil. | Nil. | 2 00  | 4    | 4    | 3 90  | 11   | 3    | 3    | 6 40  | 6 40  | 6 40  |
| Souris.          | King's.  | Nil. | Nil. | 2 00  | 4    | 4    | 3 90  | 11   | 3    | 3    | 6 40  | 6 40  | 6 40  |
| Summerside.      | Prince.  | Nil. | Nil. | 2 00  | 4    | 4    | 3 90  | 11   | 3    | 3    | 6 40  | 6 40  | 6 40  |
| Tignish.         | Prince.  | Nil. | Nil. | 2 00  | 4    | 4    | 3 90  | 11   | 3    | 3    | 6 40  | 6 40  | 6 40  |
| West Cape.       | Prince.  | Nil. | Nil. | 2 00  | 4    | 4    | 3 90  | 11   | 3    | 3    | 6 40  | 6 40  | 6 40  |

## BRITISH COLUMBIA.

|                  |                  |     |        |     |     |        |     |        |     |        |     |        |     |        |
|------------------|------------------|-----|--------|-----|-----|--------|-----|--------|-----|--------|-----|--------|-----|--------|
| New Westminster. | New Westminster. | 1   | 0 30   | 11  | 2   | 6 10   | 3   | 6 40   | 3   | 6 40   | 3   | 6 40   | 3   | 6 40   |
| Vancouver.       | do               | 106 | 117 80 | 212 | 284 | 191 20 | 384 | 309 00 | 318 | 309 00 | 318 | 309 00 | 318 | 309 00 |
| Victoria.        | Victoria.        | 61  | 354 80 | 77  | 556 | 205 30 | 750 | 560 10 | 617 | 560 10 | 617 | 560 10 | 617 | 560 10 |

10a-164

## APPENDIX No. 36.

REPORT OF MAJOR GENERAL D. R. CAMERON ON MESSENGER  
PIGEONS OF THE DEPARTMENT, AT HALIFAX.

KINGSTON, ONT., 2nd September, 1891,

W. SMITH, Esq.,  
Deputy Minister of Marine,  
Ottawa.

SIR,—In compliance with the desire of the Hon. Minister of Marine and Fisheries, intimated in your telegram of the 2nd July, I proceeded to Halifax, N.S., on the 27th, to inspect and report on the Department messenger pigeon loft there

I arrived at Halifax at midnight on the 28th July and left again on the night of the 7th August.

I have now the honour to report as follows :—

The stock of pigeons with which the loft was established consisted of young birds hatched last year, 17 imported from England and 6 presented at a later date by the Count de Bury, of St. John, New Brunswick. These were received at the loft last year, three others from England having died either in transit or immediately after arrival from England *via* Quebec.

On taking stock, I found 41 birds in the loft—including 38 in full plumage and 3 nestling squabs. At the time there were probably a few absentees out of the loft in the neighbourhood.

Of those birds I found only 11 had been marked with the special leg bands supplied for the loft, viz. :—H1, blue chequer ; H5, blue ; H6, black ; H7, blue chequer ; H10, blue chequer ; H12, blue chequer ; H13, blue ; H14, blue ; H16, blue chequer ; H21, blue chequer, and H26, silver dun.

The intermediate numbers, 2, 3, 4, 8, 9, 11, 15, 17, 18, 19, 20, 22, 23, 24 and 25 were not found on birds, and of the remaining leg bands, 27 to 50, supplied to the loft, No. 27 was deficient.

Assuming that the bands from 1 to 27 inclusive had been used, 16 birds were missing at stock-taking from amongst the 27 banded birds only. This is a very excessive loss—even allowing liberally for deaths, accidents and birds out of the loft. As I partially checked the numbers present on two subsequent occasions, and found none which I had not counted before, I think it unlikely that more than two or three birds, if any, were excluded from the loft and its cage while I first counted them.

Exclusive of the three nestlings, two at least of which were of an age to have had bands placed on their legs, there were 27 birds of full plumage without bands, although there were 23 unused bands—from 28 to 50—available.

The use of the stock book had been entirely neglected, no entry appearing in it after those of the birds imported from England, of which I had made entries before transmitting the book to Halifax.

It is therefore impossible to ascertain what number of casualties have happened since the loft was established, nor to distinguish imported birds, and those received from Count de Bury, from birds bred in the loft, nor to tell the pedigree of any of them.

No record has been kept of the training to which birds have been subjected, so that no system can have been followed in this important particular. With the excep-

tion of Mr. Neal, the storekeeper, knowing that Nos. H1, H5 and H7 had been flown from Ship Harbour, there was no information as to the age, sex and distances and dates of training flights with respect to any of the birds; thus it happened that when I desired to send some birds out seaward I was reduced to taking them at hap-hazard, without regard to age or previous training.

While some of the unsatisfactory results may be due to absence of proper attention, I think it is mainly due to the circumstance that Mr. Downs—who is officially responsible, and alone receives remuneration in connection with the loft—with all his desire to make progress and his great experience and interest in all that concerns natural history, is not physically fitted, at his age, to do what is needed.

Storekeeper Neal is constantly present in the neighbourhood of the loft in discharge of his regular duties; he is active, attentive and assiduous, and has ample opportunity for looking after the birds and training them.

For these reasons I submit that it is desirable that Mr. Downs should be relieved of the charge of the loft and sole control transferred to Storekeeper Neal, to whose pay some addition—say \$1 a week—should be made.

Before leaving the subject of the stock book and training record I would note the objects they serve:

In the stock book are ready headed columns for loft number, the birds' individual distinguishing marks, their sex, colour, date of hatching, pedigree, source whence obtained, manner of disposal, by death, sale, gift, &c., cost, price, if sold, and remarks.

This book thus furnishes the means of checking the contents of the loft and of distinguishing individual birds to enable selections to be made of such as are best fitted for work in connection with the training records.

The training records are most simply formed by a number of vertical parallel columns, the first column being headed "loft number," the second "band number," the third "colour" and the rest left unheaded, to be filled in as required.

Under the headings of the first, second and third columns are successively entered the data given in the corresponding columns of the stock book.

In the fourth and subsequent columns, when a bird is sent out for training, a figure 1 is placed opposite its loft number and the column is headed with a note of the date, place and distance to which the bird has been sent.

All birds sent on the same date to the same distance and place for training flight are entered in the same column under the same heading.

I annex an illustrative form of a training sheet.

In training birds they are sent to successively greater distances from their loft for liberation. It is most desirable that special attention should be paid to this with regard to very young birds whose training is just being commenced.

The successive distances should be approximately in miles:

$\frac{1}{4}$   
 $\frac{1}{2}$   
 $\frac{3}{4}$   
1  
3  
10  
20  
35  
50  
75  
100

Followed by increases of from 25 to 50 miles up to 200.

Without the record sheet and stock book, it is apparent no such system in training can be followed, for not only would there then be no means of knowing what flights any individual bird had taken previously, but it would be almost impossible for a loft-keeper to distinguish, with a few exceptions, individual birds.

Moreover, it is desirable to discard birds which prove themselves inefficient, both on account of their individual worthlessness and the risk of their propagating their bad qualities by breeding in the loft. But discarding cannot be intelligently acted on without the stock book and training record sheet data.

In its earlier lesson—up to, say, 50 miles—a young bird may occasionally miss returning to its loft for many days. If on reference to the stock book it be found that birds of the same pedigree have turned out badly, the bird should be got rid of. On the other hand if the stock book reference shows nothing adverse, then the training of the bird may well be continued, for the delay in its return may have been due to accidental hindrances of wind, weather, injury, &c., and its ultimate return strong evidence of its being possessed of highly valuable dogged perseverance. Birds have been known to return when deprived of the use of one wing over long distances.

Such a pigeon might afterwards be invaluable for breeding purposes.

The loft is an exceptionally good one. In a few respects, however, it needs improvement.

At present, entrance to the loft is obtained through a floor trap door. This arrangement is very objectionable.

Avoidance of alarming the pigeons is always to be observed, but, just at the very time when this is most essential, when the loft-keeper is entering to make notes or to get some particular birds for training, the mysterious lifting of a part of the loft floor and the intrusion of a man's head and body set the whole of the birds in a flutter.

The defect may be simply and easily remedied by making a doorway through the partition wall, and moving the ladder a few feet from the present floor trap door so as to give approach to the new partition door. In this new door there should be a window, wire net covered on the inside, both to enable the loft keeper to see into the loft, and to allow of the birds observing that they are being visited before the door is opened.

The roosting places were not suitably arranged.

Messenger pigeons, if not all pigeons, claim individual property in roosting places; but those I found in the loft, contrary to the explanations and drawings I had supplied, were made as continuous rails supported by uprights from floor to ceiling. This arrangement not only leads to constant and bitter fighting amongst the birds, but makes it extremely difficult to get hold of the birds when they are being checked or sent out for training, and exposes them to injury when flying in the loft.

These uprights and rails should be entirely removed, and perches 5 inches long by  $1\frac{1}{2}$  inches broad secured to the walls and other available points, avoiding doorways, &c., substituted.

There should be at least two-thirds as many perches as there are pigeons in the loft.

The supply of suitable earthenware nest pans was insufficient. The nest boxes should be in readiness at all times.

Straw has been used for the birds' nests. No straw should be admitted into the loft. A liberal supply of sawdust should be substituted.

Straw is unnatural nesting material for pigeons—harbours vermin and is otherwise most uncleanly, for it mats and decomposes when affected by the bird's droppings—adheres to their eggs and to the nestlings, causing many casualties amongst them.

Sawdust, although not a natural nesting material, is acceptable to pigeons—harbours no insects, is cleanly and wholesome.

Both the floors of the nest boxes and the floors of the whole loft should be also well and liberally covered with sawdust. A light superficial raking of the sawdust once a week serves to clear off the birds' droppings and to maintain a pure atmosphere in the loft.

The omission of this precaution results, as I found, in the droppings becoming firmly adherent to the loft floor, and offensive.

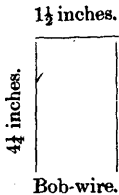
The loft should be whitewashed once a year, in autumn.

The airing cage in connexion with the prisoners' compartment of the loft needs raising and being made accessible from the interior of the loft, for cleaning. It is also necessary to arrange for the interior of the cage being visible throughout from the interior of the loft. This may be done by the insertion of a pane of glass in the wall of the loft.

The "bob wires," or means of shutting or opening the pigeon's entrance to and exit of the loft, are inefficient; in fact a dropping door and a sliding door have been substituted, improperly, for "bob wires."

The object served by "bob wires" is at discretion either to shut the pigeons without the loft, while admitting those that may be outside to enter; to exclude any from coming in or passing out, or to leave the passage free in both directions.

The passage-way should be from 6 to 9 inches high, and from  $4\frac{1}{2}$  to 5 inches broad, the breadth of the opening being divided into three equal spaces by the two ends of a twice rectangularly bent stiff wire, hanging vertically from staples at the upper edge of the passage-way.



The staples and wire are so adjusted that the wire may swing freely inwards or outwards, but not move laterally.

If a cleat be now permanently placed across the bottom of the passage-way outside it will serve to prevent the wires swinging outwards, but will admit of their swinging freely inwards. Thus arranged, birds, by pressing from the outside, may enter the loft, but cannot pass outwards.

To close the passage against ingress or egress a removable cleat—otherwise corresponding to the outside permanently fixed cleat—is placed, when desired, against the inside of the wires.

To clear the passage-way of obstruction by the wires, so that birds may pass inwards or outwards at pleasure, the staples supporting the wire are driven into a piece of wood which is so arranged as to be capable of being slid upwards or downwards. A cord is attached to the upper part of this piece of wood, passed over a small pulley fixed above and thence led through a hole in the floor to the chamber beneath the loft. On pulling this cord downwards the pendant bob-wires will be raised clear of the cleats, or even clear of the whole passage-way as desired, and the birds be thus afforded freedom to pass inwards or outwards.

Occasionally it is well to raise the wire clear altogether of the passage-way, but at other times it should be lowered so as to swing only just clear of the cleats. This arrangement is with a view to accustoming the birds to make use of the entrance when the wire is down, because, on the receipt of messages conveyed by pigeons, the birds have to pass into their loft while the bob-wire is arranged to admit of their entrance, but to prevent their exit. If the birds are not accustomed to push the wires inwards on entering the loft their entrance and capture may be much delayed when they arrive with messages.

It was observed that a net, something in the nature of a butterfly net, or a landing net, was in the loft for use in catching pigeons.

Such a contrivance should never be used, at least in a messenger pigeon loft where there is constant recurring occasion for catching birds. The use of the net terrifies, not merely the bird hunted, but all others in the loft, and this at a time when there is every reason to avoid alarming them in handling.

If the loft be thoroughly darkened, and then only so much light admitted by shutter or lamp arrangement as may be just sufficient to enable the loft keeper to see, the birds will remain quietly on their roosts while being taken in the keeper's hands; and if the keeper avoids hurry, sudden movements and discomfort to the birds in holding them, these will soon learn to submit quietly to capture and handling.

The shutter fitting of the loft is defective. When closed the shutters do not exclude the light, and although not essential it would be desirable to have them so arranged as to be capable of being operated from the chamber below the loft, similarly to the bob-wire fitting, with a view to the loft being darkened and the birds allowed to roost quietly for a short time before the keeper entered for stock-taking, or catching birds to send out for training.

Provision should be made for regularly supplying the pigeons with peas—small field peas—or with vetches, as food.

I found that whole Indian corn was being provided, a difficulty having been experienced in procuring peas or vetches.

Whole Indian corn is too large for very young birds to swallow or digest, and when parents have no other food to give to their young, these are sometimes choked, or waste away and die in a few days after hatching.

For the breeding birds a small portion of hard wheat may be supplied with the peas; and under any circumstances, if resort must be had to Indian corn, the corn should be broken up.

For a time, say two months, I recommend that a little hempseed be mixed with their food.

At the elevator, in the immediate neighbourhood of the pigeon loft, the birds have found more attractive grain than in their own loft, and have acquired to some degree the habit of resorting there with flocks of common house pigeons from the town. I understand that at the elevator both wheat and peas have been procurable by the birds.

Hempseed, not to be used as a regular diet for which it is unsuitable, is passionately liked by pigeons. By mixing some with the peas, vetch and wheat to be furnished in the loft, the department birds may be weaned back from the habit some have acquired of frequenting the elevator and consorting with common house pigeons there.

The quantity of hempseed used should be gradually reduced, so as to be discontinued after two months' use without attracting the birds' attention.

At St. John, New Brunswick, I ascertained that Messrs. Jardine & Co., Prince William St., can always supply peas and vetches. Possibly, however, they may be obtained more cheaply at other places where Government transport is available.

I found the birds' food scattered on the floor of the loft. This is an objectionable method of feeding birds. It exposes the food to be soiled by the birds' droppings, is unwholesome, uncleanly and wasteful. The food should be in receptacles which admit of the birds' feeding without walking amongst the grain or soiling it. Similarly the drinking water supply should be protected against pollution; also a mixture of salt, sharp sand and old mortar in a separate receptacle.

I have already referred to the inefficiency of the past training of the birds. No system had been followed and no bird had been flown from seaward, whereas it might reasonably have been expected that by the end of last June at the latest, some birds at least might have been trained as far seaward as Sable Island—the objective of the loft.

I found the agents of the Cunard and Allan lines of steamers, Furniss line and coast lines—Messrs. Francklyn, Pickford & Black, and Corbett—very ready to offer any assistance in their power towards training the birds.

In addition to these specially valuable facilities, the Dartmouth ferry boat and the "Royal Engineer" harbour works steamer—the latter making three trips daily to outer parts of the harbour—afford opportunities for the training of young birds such as could not be excelled anywhere for convenience and efficiency; but neither the ferry boat, the engineer boat, the coast line steamer nor the ocean steamers had been made use of, although gratuitously available for training flights daily or tri-weekly.

During my stay at Halifax I twice availed myself of ocean-going steamers to send birds—16 in all—seaward towards Sable Island, and I met with not the least difficulty or hindrance in despatching the birds. A line of tram cars runs from close to the pigeon loft to near each of the wharves, whence the birds may be sent out.

Through Mr. Francklyn of the Allan Line I received a report of the behaviour of six birds taken out by Captain Hughes of the "Nova Scotian" on the 3rd August, to be released at 2.45 p.m. The vessel sailed from Halifax at noon. Captain Hughes wrote from Newfoundland.

It has already been mentioned that except in the case of three birds which Mr. Neal stated had been flown overland from Ship Harbour, nothing was known of the training of any others, but none had previously been sent seaward or released from on board ship.

Under these circumstances, and with the imperfect arrangement for trapping birds on their return to the loft, the results are not quite definite; nevertheless they are, in a

measure, quite satisfactory as affording evidence of what may be and might have been accomplished by efficient training.

Of the six birds released at 2.45 p.m., at a distance of 23.61 statute miles, only two left the ship directly.

Of these, one was noted at its loft at 3.20 p.m., having accomplished the flight at the rate of rather more than  $40\frac{1}{2}$  miles an hour.

A second bird was noted at the loft at 4 p.m. Assuming that this was the other bird, it had flown the same distance at the rate of  $18\frac{3}{10}$  statute miles an hour.

Three other birds left the ship at 3.50 and 4 p.m., and one was noted at its loft a few minutes before 6 p.m. It was at a distance of 34.55 miles from George's Island when it started homeward. It, therefore, accomplished its flight at the rate of 17.27 miles an hour.

It is most probable that the first bird to return was one which had been trained from Ship Harbour. Its colour confirmed this view. The second and third birds may also have been out to Ship Harbour, but, as they could not be trapped, this is very uncertain.

The novelty of being released far out at sea from a steamer for a first time may well account for the birds being very irregular in starting and in arriving at home.

They left the vessel :

|   | P.M. |
|---|------|
| (a.) 2 at 23.61 statute miles out at..... | 2.45 |
| (b.) 2 at 34.55 do .....                  | 3.50 |
| (c.) 1 at 36.28 do .....                  | 4.00 |
| (d.) 1 at 52.96 do .....                  | 6.00 |

The bird which arrived at home at 4 p.m. could not have been one of (b); it, therefore, must have been one of (a).

The bird which came in a few minutes before 6 p.m. must have been one of the three (b) and (c) which left the vessel within ten minutes of one another, and within a distance of  $1\frac{1}{4}$  miles of one another.

The distances are given as measured from the vessel direct to George's Island, not to the loft.

Watch for the birds was interrupted between 5 and 6 p.m. and not continued afterwards, as their irregularity in leaving the vessel had not been anticipated.

In view of the lateness in the season, I would recommend training seaward should not be extended beyond the mouth of the harbour—say ten miles from the loft—until May next year, and that the training meantime should be limited to young birds between three months and eight months of age and such as are not breeding amongst the older ones.

In the course of ten weeks from the commencement of training next year all the birds worked should be in readiness for use in flying from Sable Island to their loft at Halifax whenever it may be desirable to use them. This estimate is based upon very gradual training stages and intervals of rest of liberal duration with allowance for inclement weather and other interruptions applicable to all birds of six months of age or more, thus :—

|                                       | Intervals between days. |
|---------------------------------------|-------------------------|
| 1st training, $\frac{1}{4}$ mile..... | 0                       |
| 2nd do 1 do .....                     | 1                       |
| 3rd do 3 do .....                     | 1                       |
| 10 do .....                           | 2                       |
| 20 do .....                           | 2                       |
| 35 do .....                           | 3                       |
| 50 do .....                           | 5                       |
| 75 do .....                           | 5                       |
| 100 do .....                          | 5                       |
| 125 do .....                          | 7                       |



|                                  | Intervals between<br>days. |
|----------------------------------|----------------------------|
| 150 miles .....                  | 7                          |
| 175 do .....                     | 7                          |
| 200 do .....                     | 7                          |
|                                  | <hr/> 52                   |
| Allowance for interruption ..... | 18                         |
|                                  | <hr/> 70                   |
| Total .....                      | <hr/> <hr/> 70             |

The officers of the Imperial service at Halifax engaged in preparing a scheme for the defence of Halifax and its neighbourhood—Colonel Goldie, assistant Adjutant General and Major Waldron, R.A., on the staff of the general officer commanding, as well as the Royal Engineer officer at the head of the signalling department—Captain Dopping-Hepenstal—took much interest in the subject of messenger pigeons, hoping that they may be made available for communication between look-out stations at lighthouses on islands and the mainland—a matter of difficulty at present and of much importance in war time. It is most probable that these officers would be found ready to heartily co-operate in carrying out experiments with pigeons, and I think it not unlikely that on representations being made to the general officer commanding, he would be willing to detail a non-commissioned officer to either take charge of or to assist in working the pigeon loft on the condition that efforts should be made to utilize the birds for the defence scheme as well as for Sable Island use.

In the north-easterly direction along the coast the training of birds for Sable Island would, to a large extent, cover the requirements of the defence scheme in connection with look-out stations at lighthouses, &c.

In conclusion I beg to remark, that although the results hoped for by me are as yet far short of having been attained by the Halifax department loft, their feasibility is beyond doubt, from the experience of European nations. In all the leading continental countries the greatest attention is being paid to the development of complete systems of inland and coastal systems of pigeon communication by both the military and naval authorities. It is said that the French Government alone can control the services of a quarter of a million of birds trained systematically for military and naval purposes.

I have the honour to be, sir,

Your most obedient servant,

D. R. CAMERON,

*Major-General.*

## APPENDIX No. 37.

STATEMENT of Wrecks and Casualties reported as having occurred to British, Canadian and Foreign Sea-going Vessels in Canadian waters, and to Canadian Sea-going Vessels in other waters, for twelve months ended 31st December, 1891.

| Date of Casualty. | Name of Vessel. | Age. | Port of Registry. | Rig.                     | Register Tonnage. | Port sailed from.<br>—<br>Port bound to. | Place where Casualty happened.                  | Nature of Casualty.   | Cause of Casualty. | Lives Lost. | Total or Partial Loss. | Amount.             |
|-------------------|-----------------|------|-------------------|--------------------------|-------------------|--|---|---|--------------------|-------------|------------------------|---------------------|
| 1891.             |                 |      |                   |                          |                   |  |   |   |                    |             |                        | \$                  |
| Jan. 9            | Almeda.....     | 9    | St. John, N.B.    | Schooner,<br>wood, sail. | 84                | St. John to Salem, Mass.                 | North River, Salem, Mass.                       | Grounded on theebb tide and listed off.                           | .....              | .....       | Partial..              | 200                 |
| do 1              | Annie C. Hall.  | 8    | Gloucester, Mass. | do                       | .....             | Gloucester, fishing.....                 | Hart's Island, north entrance to Canso Harbour. | Anchored in Bay; teecut her hawser and put her on Hart's Island.  | .....              | .....       | do ..                  | 1,000<br>Cargo, 100 |
| Feb. 2            | Arill .....     | 11   | St. John, N.B.    | do                       | 90                | Victoria to Clayquod.                    | Pedder Bay, Metcho-<br>sin, B.C.                | Cables parted and went ashore; con-<br>demned and sold.           | .....              | .....       | Total....              | 6,000<br>Cargo, 500 |
| Jan. 20           | Adria .....     | 19   | do                | do                       | 194               | Lunenburg to New York.                   | 22 miles south-west of Cape Sable.              | A heavy sea boarded vessel, breaking wheel and other dam-<br>age. | .....              | .....       | Partial..              | 50                  |
| April 9           | Arbutus. . . .  | 2    | Liverpool, N.S.   | do                       | 79                | Liverpool to Boston, Mass.               | Barrington Passage....                          | Stranding; no buoy on ledge.                                      | .....              | .....       | do ..                  | 1,200<br>Cargo, 500 |
| do 22             | Anglesia.....   | 21   | Quebec.....       | Steamer,<br>wood.        | 97                | Quebec Harbour....                       | Louise Basin.....                               | Sprung a leak unexpectedly.                                       | .....              | .....       | Partial..              | 25                  |
| Jan. 17           | Antoniette....  | 17   | St. John, N.B.    | Barque,<br>wood, sail.   | 1125              | Montevideo to Valpar. also.              | 37° 10' S.; 65° 0' W.<br>Pacific Ocean.         | Continuous gales; vessel stranded, &c.                            | .....              | .....       | do ..                  | 7,000               |

## STATEMENT of Wrecks and Casualties to Sea-going Vessels, &amp;c.—Continued.

| Date of Casualty. | Name of Vessel. | Age. | Port of Registry.   | Rig.                  | Register Tonnage. | Port sailed from. — Port bound to. | Place where Casualty happened.                  | Nature of Casualty.   | Cause of Casualty. | Lives Lost. | Total or Partial Loss. | Amount.              |
|-------------------|-----------------|------|---------------------|-----------------------|-------------------|------------------------------------|---|---|--------------------|-------------|------------------------|----------------------|
| 1891.             |                 |      |                     |                       |                   |                                    |   |   |                    |             |                        | \$                   |
| April 7           | A. T. ....      | 7    | Annapolis....       | Schooner, wood, sail. | 123               | San Domingo to New York.           | 300 miles off Cape Hatteras.                    | Heavy gale, lost spars and rigging and sprung a leak; towed into Bermuda.                     |                    |             | Partial..              | Cargo .....          |
| Mar. 12           | Adele.. ..      | 14   | do .....            | do ..                 | 50                | Victoria, B.C., sealing.           | Haslem Harbour, B.C., to Queen Charlotte Sound. | Driven ashore in a gale of wind.  |                    |             | Total...               | 4,000                |
| May 16            | Ardella.....    | 9    | Shelburne, N.S.     | do ..                 | 93                | Lockeport, fishing.....            | Green Island, St. Peter's Bay, C.B.             | Stranded in thick fog.  |                    |             | Total...               | 4,250<br>Carg. 2,500 |
| June 8            | Alice S. ....   | 24   | Parrsboro, N.S.     | do ..                 | 69                | Joggins to Parrsboro'.             | Apple River.....                                | Vessel struck by a squall; lost anchor and chains, and broke main boom.                       |                    |             | Partial..              | 120                  |
| do 11             | Atlanta. ....   | 14   | do ..               | do ..                 | 37                | Parrsboro' to Advocate             | Parrsboro' Harbour...                           | Vessel caught on a wharf and filled.  |                    |             | do ..                  | 200                  |
| do 17             | Odak Damon.     | 16   | Provincetown, Mass. | do ..                 | 96                | Provincetown, Mass., fishing.      | Blonde Rock, near Seal Island.                  | Miscalculated distance and struck on Blonde Rock; came off and put into Yarmouth for repairs. |                    |             | do ..                  | 625                  |
| Aug. 18           | Advance.....    | 3    | St. John, N.B.      | do ..                 | 99                | St. John to Vineyard Haven.        | Vineyard Sound.....                             | Master of "H. B. Ogden" ran into her.   |                    |             | do ..                  | 300                  |
| Oct. 13           | Allego I .....  | 20   | Lunenburg, N.S.     | Barque, wood, sail.   | 173               | Foyal.....                         | Santa Cruz. ....                                | Chains parted, and vessel drove ashore.   |                    |             | do ..                  | .....                |

|         |    |               |    |                         |                       |       |  |   |   |            |                      |
|---------|----|---------------|----|-------------------------|-----------------------|-------|--|---|---|------------|----------------------|
| do      | 13 | Alma          | 21 | Halifax, N.S.           | Schooner, wood, sail. | 65    | West Arichat Harbour.                  |   | Vessel dragged her anchor and beached.                                | Trifling.  |                      |
| do      | 13 | Albatross     |    | St. John's, Nfld        | do                    | 50    | Newfoundland to Sydney.                | N. Straits Belle Isle, Newfoundland.      | During a fog, schooner struck on a rock in the Straits of Belle Isle. | Partial.   | 250                  |
| do      | 13 | Annie Wright. | 6  |                         | Ship, wood, sail.     | 1846  | New York to Shanghai.                  | Lat. 3° 0' N.; Long. 164° 22' E.          | Typhoon.  |            |                      |
| Dec.    | 2  | Alpha         | 10 | Vancouver               | Side wheel wood, str. | 65-87 | Westminster to Vancouver.              | English Bay                               | Fire and stranding.   |            |                      |
| do      | 2  | Aeronaut      | 5  | Yarmouth                | Barque, wood, sail.   |       | Fernandina to Rio de Janeiro.          | Lat. 29° 50' N., Long. 70° 10' W.         |   |            |                      |
| Oct.    | 20 | Addie H. Cann | 16 | do                      | do                    | 650   | Rosano to Rio de Janeiro.              | Lat. 34° 40' S., Long. 52° 45' W.         |   |            |                      |
| Dec.    | 17 | Amherst       | 24 | Parrsboro'              | Schooner, wood, sail. | 99    | Boston, Mass., to Advocate, N.S.       | Advocate Bar.                             | Vessel struck on bar in Advocate Hr. at ebb tide.                     |            |                      |
| do      | 26 | Anna          |    |                         | Barque, wood, str.    | 542   | Quebec to Yarmouth.                    | 20 miles west of S.W. point of Anticosti. | Dense fog and un'kn current running north.                            | Total.     | 3,000<br>Cargo 4,000 |
| 29 Mar. | 9  | B. C. Smith   | 2  | Lunenburg               | Schooner, wood, sail. | 98    | St. Pierre to Lunenburg.               | Owen's Reef, Lunenburg Bay.               | Striding; thick fog; ebb and westward set off tide.                   | do         | 4,500<br>Cargo 2,000 |
| April   | 15 | Blanche       |    | Gloucester, Mass., U.S. | do                    | 79    | Gloucester, fishing.                   | Petru's Ledge.                            | Striding; snow squall.  |            |                      |
| do      | 7  | Bessie G.     | 7  | Parrsboro'              | do                    | 68    | Rockland to Port Georgeville.          | Bliss Harbour, Maine.                     | Striding; dragged ashore in a gale.                                   | Partial.   | 750                  |
| Aug.    | 18 | Bloomer       | 33 | Halifax                 | do                    | 39    | Halifax to Bay George, Nfld.           | Gulf St. Lawrence                         | Not known.  | All Total. |                      |
| Oct.    | 13 | Bismark       | 15 | do                      | do                    | -64   | Cheticamp to Pleasant Bay, C.B.        | Pleasant Bay.                             | Dragged anchor's & went ashore in gale.                               | do         | 1,500                |
| do      | 13 | British Pearl |    | Guysboro'               | do                    | 77    | Pictou, N.S., to Charlottetown, P.E.I. | Point Prim, P.E.I.                        | Rough sea; probably age of vessel had something to do with it.        | do         | 700                  |
| do      | 13 | Byron         | 7  | Yarmouth                | do                    | 97    | St. Pierre to Cape Broyle, Nfld.       | Near Bob's Cove, Trepassing Bay.          |   | do         | 4,000                |
| Nov.    | 6  | Barbarone     | 14 | St. John's, Nfld.       | do                    | 93    | Halifax, N.S., to Carboneau, Nfld.     | Cow Bay.                                  | Heavy storm.  | do         |                      |

## STATEMENT of Wrecks and Casualties to Sea-going Vessels, &amp;c.—Continued.

| Date of Casualty. | Name of Vessel.      | Age.  | Port of Registry. | Rig.                  | Register Tonnage. | Port sailed from.<br>—<br>Port bound to.        | Place where Casualty happened.                                   | Nature of Casualty.  | Cause of Casualty. | Lives Lost. | Total or Partial Loss. | Amount.               |
|-------------------|----------------------|-------|-------------------|-----------------------|-------------------|---|--|--|--------------------|-------------|------------------------|-----------------------|
| 1891.             |                      |       |                   |                       |                   |   |  |  |                    |             |                        | \$                    |
| Dec. 2            | Brisk .....          | 26    | Lunenburg .....   | Schooner, wood, sail. | 32                | Lapail, Nfld., to Charnel, Nfld.                | S. W. end of Peguac Island.                                      | She was taken in harbour; mistayned and struck on a rock.          | .....              | .....       | Partial..              | 500                   |
| do                | Bessie .....         | ..... | Yarmouth .....    | do ..                 | .....             | Yarmouth, N.S., to St. John's, Nfld.            | Bet. Archibald Co's Wharf and Breakwater.                        | Vessel collided with another.                                      | .....              | .....       | .....                  | .....                 |
| do                | Bavaria .....        | 13    | Kingston, Ont.    | do ..                 | 361               | Toledo, N.S., to Goderich, Ont.                 | 300 yards outside the harbour at Goderich.                       | (Grounded when into port.  | .....              | .....       | Total...               | 6,000<br>Cargo 1,400  |
| do                | Bertie Biglow .....  | 15    | Yarmouth .....    | Ship, wood sail.      | 1142              | Rio de Janeiro to Barbadoes, Aoru Island, G. F. | About Lat. 24° 50' N., Lon. 88° 30' W.                           | Stranding.....   | .....              | .....       | do .....               | 23,000                |
| Jan. 11           | Cygnnet .....        | 18    | Pictou, N.S.      | Schooner, wood, sail. | 95                | Halifax to Canso .....                          | Point Michaux.....   | Mains'l and jib torn away; impossible to keep her off in the gale. | .....              | .....       | Total ..               | 1,800<br>cargo, 2,000 |
| do                | City of Puebla ..... | 9     | San Francisco.    | Schr., iron, steam.   | 1713              | San Francisco to Nanaimo.                       | North channel, Nanaimo Harbour.                                  | Collision with ss. "Eton"; other vessel did not answer her helm.   | .....              | .....       | Trifling.              | .....                 |
| April 27          | C. T. Gregory.       | 8     | St. John, N.B.    | Schooner, wood, sail. | 88                | Tynemouth Creek to New York.                    | Tynemouth Creek, N.B.  | Stranding..  | .....              | .....       | do .....               | .....                 |
| do                | Cepola. . . . .      | 16    | Shelburne .....   | do ..                 | 94                | Souris, P.E.I., to Boston.                      | Long Beach, 3 miles N. of Port Hastings.                         | Got jammed in ice and drove on Long Beach.                         | .....              | .....       | Partial..              | 650                   |
| Mar. 29           | Clifford C. ....     | 9     | St. John .....    | do ..                 | 107               | St. John to Newford ..                          | Off Lloyd's Neck, 13 miles below City Island, Long Island Sound. | Collision with 3-m. schr. "Elliot L. Dow."                         | .....              | .....       | do ..                  | 600                   |

|                         |                        |                           |  |  |   |           |       |
|-------------------------|------------------------|---------------------------|--|--|---|-----------|-------|
| April 22 Clyde .....    | 6 Lunenburg....        | Barque,<br>wood, sail.    | 237 Porto Rico to Boston...                        | Atlantic Ocean...  | Carried away<br>main topmast,<br>&c.  | do ..     | 500   |
| Aug. 18 Cachar... ..    | Marseilles,<br>France. | Str., iron.               | 2909 New York to Marseilles                        | North Atlantic.  | Rudder and<br>stern post brok-<br>en and carried<br>away.   | do ..     |       |
| do 18 Carrie Maud..     | 15 Parrsboro' ....     | Schooner,<br>wood, sail.  | 43 Harrington River, U.S.<br>to Parrsboro', N.S.   | Sister Rock, two islands<br>Basin of Minas.                        | Vessel drifted<br>on rocks and<br>floated off at<br>high water.                                       | do ..     | 100   |
| do 18 Conquest..        | 29 Boston, U.S.        | Barque,<br>wood, sail.    | 490 Boston, Mass., to New<br>Glasgow, N.S.         | Sable Island, N.S.   | Ran on in a<br>thick fog.   | do ..     | 1,600 |
| Sept. 5 Clara J. Wilbur | 8 Dorchester,<br>N.B.  | Schooner,<br>wood, sail.  | 203 Jacnel, Hayti, to St.<br>Nicholas More, Hayti. | Reef off Jacnel Har-<br>bour.                                      | Master states<br>pilot ran vessel<br>on shore pur-<br>posely.   | do ..     | 1,000 |
| Oct. 13 Canora.....     | 29 Newcastle,<br>G.B.  | Barque,<br>wood, sail.    | 1252 Quebec to Plymouth,<br>G.B.                   | Lat. 40° 30' N., Long.<br>58° 38' W.                               | Collision with<br>barque "Rock<br>City."  | do ..     |       |
| do 13 Charlotte....     | 3 Arichat, N.S.        | Schooner,<br>wood, sail.  | 12 Fishing in Chadabucto<br>Bay.                   | Beach, Port Royal, Co.<br>Richmond.                                | Vessel dragged<br>her anchor in<br>Port Royal and<br>stranded.  | do ..     | 40    |
| do 13 Camelia .....     | 18 Bedford .....       | Barque,<br>wood, sail.    | 184 Bahia to Sydney, C.B.                          | Tin Cove, off Scatterie<br>Island.                                 | Wrecked in a<br>gale.   | Total ..  |       |
| do 13 C. E. Thornton    | 20 Parrsboro' ....     | Schooner,<br>wood, sail.  | 55 Parrsboro' .....                                | Parridge Island, River<br>Parrsboro'.                              | Vessel sprung a<br>leak.  | Partial.. | 200   |
| Nov. 6 Carleton Bell..  | Wiscasset,<br>Me.      | do ..                     | 132 Booth Bay to St. Pierre                        | Missaine, N. Atlantic.   | Terrific gale....   | do ..     | 1,500 |
| do 6 Clair.....         | 5 Yarmouth .....       | Barque,<br>wood, sail.    | 229 Westport, Briar Island,<br>to Sydney, C.B.     | Lat. 54° 41' N., Long.<br>170° 21' ; Atlantic<br>Ocean.            | Heavy gale;<br>ship abandon'd   | Total ..  |       |
| do 6 Coden.....         | 29 Norway .....        | do ..                     | 405 Norway to France.....                          | Richibucto.....  | Bar between the<br>inner and outer<br>Bar.  | do ..     |       |
| do 6 Carniola.....      | 12 St. John, N.B.      | do ..                     | 732 Belfast to Chatham,<br>N.B.                    | East part of Byron In-<br>let, Magdalen Island.                    |   | do ..     |       |
| do 6 Cora May .....     | 20 Magdalen Ids        | Barque,<br>wood, sail.    | 42 Magdalen Islands. ....                          | At entrance of House<br>Harbour, west side of<br>Magdalen Islands. | Ves'l got caught<br>in the current<br>and was car-<br>ried ashore. A<br>gale afterw'rds<br>sprang up. | Total ..  | 400   |
| Sept. 24 Clare .....    | 5 Yarmouth, N.S.       | Brigant'e,<br>wood, sail. | 229 Westport to Sydney,<br>C.B.                    | Lat. 54° 47' N., Long.<br>19° 21' W.                               | Abandoned .....   | Total ..  | 9,000 |
| ..... Clifton . . .     | 6 St. John, N. B.      | Schooner,<br>wood, sail.  | 218 Alberton to Port au<br>Spain, Trin.            | On the reef off North<br>Cape.                                     | Hurricane and<br>hazy.  | Partial.. | 1,500 |

## STATEMENT OF Wrecks and Casualties to Sea-going Vessels, &amp;c.—Continued.

| Date of Casualty. | Name of Vessel. | Age.  | Port of Registry. | Rig.                   | Register Tonnage. | Port sailed from.—<br>Port bound to. | Place where Casualty happened.          | Nature of Casualty.   | Cause of Casualty. | Lives Lost. | Total or Partial Loss. | Amount. |
|-------------------|-----------------|-------|-------------------|------------------------|-------------------|--------------------------------------|---|---|--------------------|-------------|------------------------|---------|
| 1891.             |                 |       |                   |                        |                   |                                      |   |   |                    |             |                        |         |
| Dec. 2            | Cumming         | 15    | Halifax           | Schooner, wood, sail.  | 154               | Sydney, C.B., to Halifax.            | Peter's Ledge, Sydney Harbour.          | She was beating out of harbour, ran on Peter's Ledge. Was taken off by tug boats.     |                    |             |                        | 500     |
| do                | Clifton         | 8     | Windsor, N.S.     | do                     | 473               | Windsor, N.S., to New York.          |   | Very stormy voyage. The ship lost, split sails and carried away booms, etc.           |                    | Partial.    | Total.                 | 250     |
| do                | Champion        | 9     | Halifax, N.S.     | do                     | 16                | Louisbourg to Halifax, N.S.          | Grand Battery Shoal.                    |   |                    |             |                        | 80      |
| do                | Champion        | 17    | St. John, N.B.    | do                     | 97                | Hillsboro', N.B., to Rockland, Me.   | Campobello, Charlotte County, N.B.      | Was nearer land than supposed.  |                    | Partial.    |                        |         |
| May 4             | Danube          | 21    | Victoria          | Schooner, iron, steam  | 561               | Victoria to Coal Harb'r              | Queen Charlotte Sound                   | Struck on a rock not marked on chart.   |                    | Small       |                        |         |
| do                | Dauntless       | 20    | Quebec            | Schooner, wood, st'm   | 35                | Quebec                               | St. Lawrence River                      | Rud'r-post broken by floating timber.   |                    | Partial.    |                        | 25      |
| Aug. 18           | Donacona        | 1     | Windsor           | Schooner, wood, sail.  | 174               | Cienfuegos to Boston.                | West Chop, N.S.                         | Dragged ashore in a heavy gale.   |                    | Partial.    |                        | 1,900   |
| do                | Duke of Argyle  |       | London            | Barque, iron, sail.    | 960               | London, Eng., to New Westminster.    | Fraser River, close to wharf.           | Pilot did not know the channel.   |                    |             |                        |         |
| Oct. 13           | Dan Murray      | 6 mos | Belfast           | Schooner, steel, st'm. | 1654              | New York to Antwerp                  | About Lat. 41° 45' N., Long. 62° 15' W. | Tremendous hurricane blowing from S. E. to S. W., causing ship to go on her beam end. |                    |             |                        |         |

|            |                  |    |                  |                         |      |                                 |   |  |                    |                |
|------------|------------------|----|------------------|-------------------------|------|---------------------------------|---|--|--------------------|----------------|
| Oct. 13    | Dolphin          | 36 | Jersey, G. B.    | wood, sail.             | 36   | Halifax to Arichat.             | Arichat Harbour                             | Vessel moored at wharf, but broke away from moorings   | Total              | Unknown.       |
| Jan. 22    | Eton             | 1  | London, Eng.     | Schooner, steel, steam. | 1746 | Nanaimo to San Francisco.       | Nanaimo Harbour, near Channel.              | Run into by steamer "City of Pueblo," & damaged star-board side.                             | Partial            | 100            |
| Feb. 7     | Eureka           | 12 | Weymouth, N.S.   | Schooner, wood, sail    | 94   | Parrsboro' to Salem, Mass.      | Between Parrsboro' and St. John.            | Struck by a whirlwind, breaking main boom & stranding ship.                                  | Total              | 8,000          |
| Dec. 5     | Emma G. Scamell. | 21 | St. John         | Barque, wood, sail      | 531  | Havana to Buenos Ayres.         | During voyage                               | Stranded and otherwise damaged during voyage; condemned & sold                               | Partial            | 100 Cargo, 200 |
| 22 Apr. 12 | Emma Proctor     | 10 | Port Hawkesbury. | Schooner, wood, sail    | 40   | Halifax to Port Mulgrave.       | 1 m. N. of Rabbit Isld, Carribou Cove, C.B. | Ice caused vessel to leak, and had to beach.   | do                 | 160            |
| Mar. 25    | Eureka           | 13 | Parrsboro'       | do                      | 94   | Boston to Digby                 | Penobscot Bay, Maine.                       | Mistook buoys, & struck ledge & got off again  | do                 | 2,000          |
| do 30      | Emma S.          | 8  | Yarmouth         | do                      | 97   | Barbadoes to Yarmouth           | George Shoals, New England.                 | Heavy weather, & vessel leaking badly; lost sails and running gear; got into Vineyard Haven. | Slight             | 1,000          |
| May 11     | Esther Roy       | 14 | Maitland         | Ship, wood sail         | 1533 | Java to Montreal                | Bridgeport Head, C.B.                       | Got inside the ice, touched ground, got off and into N. Sydney.                              | Partial            | 3,000          |
| do 14      | E. Walsh         | 19 | St. John         | Schooner, wood, sail    | 143  | Boston to St. Pierre, Miquelon. | Yankee Cove Ledge, Whitehaven.              | Stranding  | Buoy out of place. |                |



## STATEMENT of Wrecks and Casualties to Sea-going Vessels, &amp;c.—Continued.

| Date of Casualty. | Name of Vessel. | Age. | Port of Registry. | Rig.                   | Register Tonnage. | Port sailed from.—<br>Port bound to.     | Place where Casualty happened.            | Nature of Casualty.   | Cause of Casualty. | Lives Lost. | Total or Partial Loss. | Amount.                   |
|-------------------|-----------------|------|-------------------|------------------------|-------------------|--|---|---|--------------------|-------------|------------------------|---------------------------|
| 1891.             |                 |      |                   |                        |                   |  |   |   |                    |             |                        |                           |
| June 11           | Exile .....     | 18   | St. John .....    | Barque, wood, sail     | 934               | Pasagonala to Hol-<br>land.              | Lat. 43° 10' N.; Long.<br>41° 40' W.      | Prolonged storm; vessel became water-logged; abandoned by crew, who were taken off by Ger. str. "Sophia." |                    |             | Total ..               | \$ 24,000<br>C'go, 16,000 |
| Aug. 18           | Elmio .....     | 2    | Halifax ..        | Schooner, wood, sail   | 95                | Big Glace Bay, to Char-<br>lottetown.    | Pond Shoal, C.B.                          | Merely touch'd, was not aware of shoal.   |                    |             |                        |                           |
| do                | Ella Moore ..   | 23   | Windsor, N.S.     | Barque, wood, sail     | 391               | Bonaventure to Port-<br>land, Maine.     | Chedabucto Bay, N.S.                      | Stranded .....  |                    |             | Partial ..             | 2,000                     |
| do                | Eugenie .....   | 11   | Halifax ..        | Brigantine, wood, sail | 145               | St. Thomas to New<br>York.               | W.S.W. of Fire Island<br>light, Atlantic. | Struck on Jones Bar, sprung a leak and was abandoned.   |                    |             | Total ..               | C'go, 1,000<br>£ 1,000    |
| Oct. 13           | Eureka. ....    | 12   | Parrsboro' ..     | Schooner, wood, sail   | 94                | At Port George, load-<br>ing a cargo.    | Port George, N.S.                         | Was loading cordwood at St. George, & was driven ashore and damaged in gale, Sept. 7                      |                    |             | Partial ..             | 500                       |
| do                | Endeavor ....   | 14   | St. John .....    | do ..                  | 65                | Dorchester, N.B., to<br>Parrsboro', N.S. | Apple River, Cumber-<br>land Bay.         | This schr. ran too close to schr. "Nota Bene," caught her head gear, and swung into the other vessel.     |                    |             |                        |                           |
| do                | E. B. Ketchum   | 23   | Windsor .....     | do ..                  | 41                | St. John to Advocate<br>Harbour.         | Advocate Harbour....                      | Caught on the bar while trying to make Advocate Hbr.  |                    |             |                        |                           |

|       |    |               |                |                       |                        |                          |  |  |          |             |
|-------|----|---------------|----------------|-----------------------|------------------------|--------------------------|--|--|----------|-------------|
| do    | 13 | Eliza B.      | 10             | Arichat               | do                     | 41                       | Little Bras d'Or to N. International Pier, Sydney. | Dragged her anchors and ran against a stnr.            | Partial. | 80          |
| do    | 13 | Emperor       | 9              | Luenburg              | do                     | 51                       | Channel, Nfld., to Sydney, C.B., N.S.              | Two schooners drifted upon her in the gale of Sept. 7. | do       | 250         |
| Nov.  | 6  | Euxine        | 32             | Arichat, N.S.         | Schooner, wood, sail.  | 38                       | Cheticamp to Port Off Oregniah, St. Lawrence.      | Thick and hazy weather.                                | Partial. | 100         |
| do    | 6  | Enma          | 24             | Victoria, B.C.        | Schooner, wood, steam. | 25                       | Victoria to Nanaimo.                               | Monatt Reef, Entrance Channel, B.C.                    | Total    | 6,000       |
| do    | 6  | Endeavour     | St. John, N.B. | Schooner, wood, sail. | 64                     | Parraboro' to Hillsboro' | Cape Chignecto, Cumberland, N.S.                   | Gale of wind.  | do       | 700         |
| Dec.  | 2  | Ethel Emerson | 9              | Dorchester, N.B.      | do                     | 176                      | New Bandon, N.B., to New Haven, Conn.              | do   | Partial. | 313         |
| do    | 2  | Eureka        | 13             | Parraboro', N.S.      | do                     | 94                       | Port George, N.S., to Rockland, Me.                | do   | Total    | 1,200       |
| do    | 23 | Energy        | 8              | do                    | Brightine, wood, sail. | 207                      | Santa Cruz, Cuba, to New York.                     | do   | do       | 6,000       |
| Jan.  | 22 | Flash.        | 10             | St. John              | Schooner, wood, sail.  | 96                       | St. John to Boston.                                | Cape Ann.  | Partial. | 500 cargo   |
| do    | 8  | Flora Bell    | 7              | Port Hawkesbury.      | do                     | 39                       | Pictou to Chatham, N.B.                            | Fox Island, Miramichi Bay, N.B.                        | Partial. | 100 cargo   |
| Aug.  | 18 | Fealand       | 9              | Annapolis             | do                     | 138                      | Port Mulgrave to Digby.                            | Spectacle Lake, N.S.                                   | Total    | 4,000 cargo |
| do    | 18 | Florida       | 19             | Portland, N.B.        | do                     | 272                      | St. John to New York                               | Handkerchief Shoals, near Chatham, Mass.               | Partial. | 2,500 cargo |
| do    | 18 | Freddie B.    | 4              | St. John              | do                     | 38                       | St. George, N.B., to Rockland, Me.                 | Nash's Island, Me., U.S.A.                             | Total    | 1,000 cargo |
| Sept. | 8  | Fernot        | 10             | Halifax, N.S.         | do                     | 92                       | Sheet Harbour to Halifax.                          | Off Jeddore.   | do       | 2,200 cargo |
| Oct.  | 13 | Fanny Dubard  | 9              | San Francisco.        | do                     | 222                      | Port Townsend to Bonaventure.                      | San Juan Tuca Straits.                                 | do       | 350         |

## STATEMENT of Wrecks and Casualties to Sea-going Vessels, &amp;c.—Continued.

| Date of Casualty. | Name of Vessels.  | Age.  | Port of Registry.  | Rig.                    | Register Tonnage. | Port sailed from.<br>—<br>Port bound to. | Place where Casualty happened.            | Nature of Casualty.   | Cause of Casualty. | Lives Lost. | Total or Partial Loss. | Amount. |
|-------------------|-------------------|-------|--------------------|-------------------------|-------------------|--|---|---|--------------------|-------------|------------------------|---------|
| 1891.             |                   |       |                    |                         |                   |  |   |   |                    |             |                        | \$      |
| Oct. 13           | Fanny B . . . .   | 13    | Halifax . . .      | Schooner, wood, sail.   | 65                | Gabarus, C.B., to Halifax.               | Cape Canso . . . . .                      | Set on shore by drift ice.  | .....              | .....       | .....                  | 784     |
| do                | Flash Light . . . | 16    | Windsor, N.S.      | Barqu'tine wood, sail.  | 570               | Savannah, Ga., to Montevideo.            | Lat. 38° 30' N.; Long. 60° 57' W.         | Met with bad weather and was damaged.   | .....              | .....       | Partial..              | 300     |
| do                | Frank G. Dow      | 19    | do                 | Schooner, wood, sail.   | 391               | Walton, N.S. . . . .                     | Minus Gut, off Cape Split.                | A strong wind carried away masts.   | .....              | .....       | do                     | 1,000   |
| do                | Falmouth . . . .  | 15    | do                 | Barqu'tine wood, sail.  | 501               | Windsor to New York.                     | 30 miles east N.E. of Highland, Cape Cod. | Vessel met bad weather, lost and split sails.                                     | .....              | .....       | do                     | 100     |
| Mar. 6            | Governor Butler.  | ..... | Gloucester, Mass.  | Schooner, wood, sail.   | 87                | Gloucester, on a fishing voyage.         | 15 miles W. of Brown's Bank.              | A heavy sea boarded vessel while lying to.  | .....              | .....       | Partial..              | 130     |
| April 24          | G. G. . . . .     | 7     | St. John's, Nfld   | do                      | 79                | Burin, Nfld., fishing.                   | 25 miles off Burges . . .                 | Wind & squall.  | .....              | .....       | do                     | 150     |
| Mar. 27           | Genesta . . . . . | 4     | St. John, N.B.     | do                      | 110               | St. John to New York.                    | St. John Harbour, at wharf.               | Vessel listed & filled; leaking on account of being laid up all winter.           | .....              | .....       | do                     | 1,000   |
| April 4           | Glenorchy . . . . | 8     | Halifax . . . . .  | Brigantine, wood, sail. | 297               | New York to St. Pierre, Miquelon.        | Long Island Sound . . .                   | Collision with schooner A.M. Gates; carried away head gear and otherwise damaged. | .....              | .....       | do                     | 800     |
| do                | Georgenia . . . . | 10    | Guy'sboro' . . . . | Schooner, wood, sail.   | 94                | Halifax to Glace Bay.                    | Gabarus Bay, C.B. . . .                   | Dragged anchors & beached vessel to save her.                                     | .....              | .....       | do                     |         |

| May 22  | G. M. Cairns..         | 32  | Newcastle .....     | Barque,<br>wood, sail.              | 1000 | Leith to Quebec.....                    | Lat. 48° 07', Long. 26°   | Abandoned at<br>sea and set fire<br>to; crew taken<br>off by German<br>steamer.                                | Total...   | 10,000                    |
|---------|------------------------|-----|---------------------|-------------------------------------|------|---|---|--|------------|---------------------------|
| Mar. 28 | G. H. Gordon.          | 16  | Pictou, N.S....     | do ..                               | 477  | Barbados to Antigua...                  | Warrington Shoal, Antigua.  | Stranding....  | do ..      | 4,500                     |
| do 13   | Gilbert Parker         | 9m. | Liverpool, N.<br>S. | Barque, en-<br>tine, wood,<br>sail. | 491  | Mahone Bay, N.S., to N.<br>Cienfuegos.  | E. reef of Grand Turk<br>Island, B.W.I.   | Stranding; strong current<br>set her out of<br>her course and<br>on reef.                                      | do ..      | 19,000<br>Cargo 3,000     |
| Aug. 18 | Grace Butler..         | 7   | Halifax....         | Brigan-<br>tine, wood,<br>sail.     | 149  | Ponce, Porto Rico, to<br>St. John, N.B. | Off Morrillos decabo,<br>Rojo, Porto Rico.  | Vessel upset by<br>a sudden white<br>squall.   | do ..      | .....                     |
| .....   | Gertie .....           | 1   | Parrsboro' ...      | Schooner,<br>wood, sail.            | 98   | Spencer's Island to St.<br>John.        | Mouth of Mispick<br>Stream.   | In a gale; ves-<br>sel foundered<br>by deck being<br>pryed up when<br>spars went<br>overboard.                 | do ..      | 4,000<br>Cargo 216        |
| Nov. 13 | Georgiana ...          | 3   | Yarmouth....        | do ..                               | 90   | Yarmouth.....                           | Off Jeddore, N.S.....   | In a gale ves-<br>sel broke away<br>and ran down<br>on this vessel.  | Partial..  | 3,200<br>Cargo 600<br>225 |
| .....   | G. H. B.....           | 25  | Arichat.....        | do ..                               | 35   | Charlottetown, P.E.I.,<br>to Sydney.    | International Pier....  | Vessel caught<br>in the current<br>and was carri'd<br>ashore; a gale<br>afterwards<br>sprung up.               | do ..      | .....                     |
| Dec. 10 | Gordon Belt..          | 15  | Shelburne, N.<br>S. | do ..                               | 63   | Caledonia, N.S., to<br>Yarmouth.        | Peases Island, N.S....  | Vessel seen<br>stranding off<br>shore then night<br>after she sailed<br>and has not<br>since been<br>heard of. | Total...   | 1,000                     |
| .....   | General Dom-<br>ville. | 15  | St. John, N.B.      | Ship, wood<br>sail.                 | 1531 | Bolivia to New York...                  | .....   | .....  | do ..      | 30,000                    |
| .....   | Holmes .....           | 8   | St. John.....       | Schooner,<br>wood, sail.            | 121  | St. John to Boston ...                  | Last seen 40 miles E. of<br>Mount Desert, on 8th<br>Dec., 1890; not since<br>been heard of; a ves-<br>sel seen, bottom up,<br>325 miles E. of Sandy<br>Hook supposed to be<br>the Holmes. | .....  | 5 Total... | 4,000<br>Cargo 2,269      |
| May 11  | Hope .....             | 32  | Halifax.....        | do ..                               | 34   | St. John to Thorne's<br>Cove, N.S.      | St. John Harbour....  | Collision with<br>ship Kingsport   | Partial..  | 60                        |

## STATEMENT OF Wrecks and Casualties to Sea-going Vessels, &amp;c.—Continued.

| Date of Casualty. | Name of Vessel.   | Age.  | Port of Registry. | Rig.                  | Register Tonnage. | Port sailed from.<br>—<br>Port bound to.       | Place where Casualty happened.                       | Nature of Casualty.  | Cause of Casualty. | Lives Lost. | Total or Partial Loss. | Amount.     |
|-------------------|-------------------|-------|-------------------|-----------------------|-------------------|--|--|--|--------------------|-------------|------------------------|-------------|
| 1891.             |                   |       |                   |                       |                   |  |  |  |                    |             |                        | \$          |
| May 3             | Harold Borden     | 1     | Windsor           | Schooner, wood, sail. | 142               | Antigua to Delaware Breakwater.                | Ocean City, Maryland.                                | Stranding  |                    |             | Partial.               | 1,500 Cargo |
| Aug. 18           | Hypatia           | 23    | Trinidad          | Barque, wood, sail.   | 730               | Bremerhaven to Quebec                          | North Sydney Harbour                                 | Leak at lower bow port.  |                    |             | do                     | 50          |
| Oct. 13           | Head Reaches      | 19    | Port Hawkesbury.  | Schooner, wood, sail. | 56                |  | Vessel was in port and broke her lines at the wharf. |  |                    |             | do                     | 40          |
| .....             | Hazelglen         | 8     | Yarmouth, N. S.   | do                    | 96                | North Sydney, fishing voyage.                  | Latitude 46.   |  |                    |             | Trifling.              |             |
| .....             | Henry Nicker-son. | 20    | Parrsboro', N. S. | do                    | 70                | Five Islands to Boston, Mass.                  | Between Spencer's Island and St. John.               | A piece of oak-um started out of the gar-board seam.                               |                    |             | do                     |             |
| Nov. 6            | Hilan Maud.       | 5 mos | Lunenburg         | do                    |                   | Lunenburg to North Sydney.                     | Cranberry Head, at the mouth of Sydney Harbour.      | Heavy gale on the land; could not carry sail, and had to slip chains to save life. |                    |             | Total                  |             |
| do 6              | Hoare             | 12    | Windsor, N.S.     | Barque, wood, sail.   | 642               | Lying in Parrsboro'                            | West Bay, Port of Parrsboro', N.S.                   | When towing, collided with scit. "Watchman."                                       |                    |             | Partial.               | 180         |
| .....             | Haley Ann         | 15    | Chatham, N.B.     | Schooner, wood, sail. | 55                | Pouler Bay, Cape Breton, Gulf of St. Lawrence. | Pouler Bay, Gulf of St. Lawrence.                    | Foundered  |                    |             | Total                  | 500 Cargo   |
| Dec. 17           | do                | 15    | do                | do                    | 55                | Sydney, C.B., to Chat-ham, N.B.                | Poulet Bay, Cape Breton.                             | do   |                    |             | do                     | 500         |
| do 17             | H. A. Holder.     | 2     | St. John, N.B.    | do                    | 94                | Providence, R.I., to St. John, N.B.            | Edgartown, Martha's Vineyard, Mass.                  | Heavy weather; parted chain, and vessel went ashore.                               |                    |             | Partial.               | 600         |

|       |    |                     |    |                   |                        |       |                                       |  |   |  |    |    |           |                   |
|-------|----|---------------------|----|-------------------|------------------------|-------|---------------------------------------|--|---|--|----|----|-----------|-------------------|
| do    | 15 | Hilda Maud          | 1  | Lunenburg         | do                     | do    | Lunenburg to Sydney, C.B.             | Black Point, Mines, C.B.                         | Sydney  | Very thick weather; strong current; impossible to judge force in the gale. | do | do | Cargo     | 1,600             |
| do    | 23 | Highland            | 8  | St. John, N.B.    | Barque, wood, sail.    | 1,234 | St. John to Penarth Roads.            | Ledge off Grand Manan, Charlotte Co., N.B.       | Appears to have been gross carelessness.                                    | do   | do | do | Partial.. | 6,000             |
| Jan.  | 26 | Isaac Burpee        | 11 | do                | Schooner, wood, sail.  | 169   | New York to St. John.                 | 2 miles N. E. of Petit Light, Digby County, N.S. | Broke main boom, &c., and could not keep ship from going ashore.            | do   | do | do | Total...  | Cargo 1,000       |
| do    | 21 | Islander            | 24 | Victoria          | Schooner, steel, str.  | 478   | Vancouver to Victoria.                | Gossip's Island, Gulf of Georgia.                | Grounded in a dense fog.  | do   | do | do | do        | Unknown.          |
| Aug.  | 8  | Ida May             | 24 | Halifax           | Schooner, wood, sail.  | 70    | Souris, P.E.I., to North Sydney, C.B. | Beach at Grandique ferry.                        | Master mistook masts of a sunken vessel for buoys; vessel stranded.         | do   | do | do | Partial.. | 250               |
| do    | do | Ive Guiseple        | 21 | Italian vessel.   | Barque, wood, sail.    | 520   | Ivelain to Halifax                    | Between Sambro and Liverpool.                    | Collision with the Am. schr. "Clara Jane."                                  | do   | do | do | do        | 217               |
| Jan.  | 3  | Isabella Balcan.    | do | Parrsboro', N.S.  | Brig'n'te, wood, sail. | do    | Port de Paix to New York.             | North of Hatteras.                               | Broke rail, split sail, &c.   | do   | do | do | do        | 100               |
| Feb.  | 11 | James Rourke.       | 8  | St. John, N.B.    | Schooner, wood, sail.  | 85    | Beaton to St. Andrews, N.B.           | North Haven, Maine, U.S.                         | Stranding; compass was wrong & light was changed.                           | do   | do | do | Total...  | 3,000 cargo 3,000 |
| April | 11 | John G. Whittier.   | 5  | Gloucester, Mass. | do                     | 99    | Gloucester, fishing                   | About 25 miles off Scatarie Island.              | Caught in the ice and began leaking.  | do   | do | do | Partial.. | 50                |
| do    | 2  | J. L. Crossley.     | 17 | Windsor           | do                     | 170   | Louisburg to Yarmouth C.B.            | Craberry Island, C.B.                            | Stranding; light winds and ice.   | do   | do | do | do        | 200 cargo 50      |
| do    | do | James Stafford      | 12 | Annapolis, N.S.   | Barque, wood, sail.    | 1117  | Falmouth to New York                  | On a voyage                                      | Met with a gale and sprung rudder.  | do   | do | do | Trifling. | do                |
| May   | 8  | Joseph H. Scamnell. | 7  | St. John, N.B.    | Ship, wood sail.       | 1411  | New York to Melbourne.                | Victoria Reef, Australia.                        | Stranding; windblown away and high sea drove her ashore.                    | do   | do | do | Total...  | 4,000             |
| Oct.  | 13 | Jessie D            | 5  | Parrsboro', N.S.  | Schooner, wood, sail.  | 86    | Parrsboro', cleared at St. John, N.B. | Alongside coal wharf, Parrsboro'.                | Schr. "Tacoma" caught on bottom of the river and rolled against the vessel. | do   | do | do | do        | do                |

## STATEMENT of Wrecks and Casualties to Sea-going Vessels, &amp;c.—Continued.

| Date of Casualty. | Name of Vessel. | Age  | Port of Registry.   | Rig.                    | Register Tonnage. | Port sailed from.—<br>Port bound to.     | Place where Casualty happened.                          | Nature of Casualty.   | Cause of Casualty. | Lives Lost. | Total or Partial Loss. | Amount.             |
|-------------------|-----------------|------|---------------------|-------------------------|-------------------|--|---|---|--------------------|-------------|------------------------|---------------------|
| 1891.             |                 |      |                     |                         |                   |  |   |   |                    |             |                        | \$                  |
| Oct. 13           | J. F. Whitney   | .... | Parraboro',<br>N.S. | Barque,<br>wood,sail.   | 700               | Brunswick to Fleet-<br>wood.             | Grounded whilst moored<br>at buoys in Wyre<br>Dock.     | Bk. "Scots Boy"<br>was moored to<br>thesame buoys,<br>with springs<br>to the "J. F.<br>Whitney";<br>vessel "Fleet-<br>wood" broke<br>adrift, leaving<br>weight to "J.<br>F. Whitney." | .....              | .....       | .....                  | .....               |
| do                | J. L. Crossley. | 17   | Windsor             | Schooner,<br>wood,sail. | 170               | Gabarus, C.B., to Hali-<br>fax.          | By gas wharf, Halifax.                                  | Sudden hurri-<br>cane sprung<br>up, sea break-<br>ing over vessel.  | .....              | .....       | Total                  | 2,500               |
| do                | J. W. Durant.   | 1    | Parraboro',<br>N.S. | do                      | 124               | Wentworth, N.S., to<br>Red Bead.         | Off Cape Blomidon                                       | Vessel carried<br>away jib-bom<br>and head gear<br>in a squall.   | .....              | .....       | Partial                | 50                  |
| Nov. 6            | John E. Chase   | 21   | United States.      | Brig, wood<br>sail.     | 637               | Pictou, N.S., to Glas-<br>gow, Scotland. | 50° 30' north latitude,<br>25° 20' west longi-<br>tude. | Ship encounter-<br>ed a succession<br>of gales, fol-<br>lowed by a hur-<br>ricane.  | .....              | .....       | Total                  | 6,000               |
| Dec. 26           | John M. Inglis  | 9    | Liverpool,<br>N.S.  | Schooner,<br>wood,sail. | 78                | Louisburg to Halifax.                    | Battery Island reefs,<br>entrance to Louis-<br>burg.    | Run into by<br>American<br>schr. while<br>beating into<br>harbour.  | .....              | .....       | do                     | .....               |
| Jan. 18           | Laura           | 7    | Guyaboro'           | Schooner,<br>wood,sail. | 73                | Cow Bay to Canso                         | St. Andrew's channel.                                   | At anchor,<br>wind shifted<br>and dragged<br>ashore.  | .....              | .....       | Partial                | 500<br>cargo<br>100 |

|          |                  |       |                  |                       |       |  |   |   |            |                    |
|----------|------------------|-------|------------------|-----------------------|-------|--|---|---|------------|--------------------|
| Feb. 18  | Lauretta.....    | 9     | Victoria, B.C.   | Sloop, w'd, sail.     | 9     | Kynquott to Victoria, B.C.                     | Sunday coast of Vancouver Island.                     | Stranded; heavy swell rolling in.                               | do ..      | 2,000              |
| do 15    | Louisa Cappel.   | 14    | Yarmouth.....    | Barque, wood, sail.   | 143   | St. Kitts, B.W.I., to Yarmouth.                | 26° north latitude, 69° 30' west longitude, Atlantic. | Abandoned and set fire to vessel; leaking badly and masts gone. | do ..      | 4,000 cargo 5,000  |
| May 1    | Laurence .....   | 16    | Gaspé.....       | Schooner, wood, sail. | 63    | Lunenburg to Douglas town, Que.                | 5 miles south from Cranberry light.                   | Struck ice; got into Canoe; got on fire.                        | do ..      | 1,000 cargo, 2,000 |
| do 7     | Llewellyn .....  | 13    | St. John, N.B.   | do ..                 | 62    | Indian town to Rockport, Me.                   | Coming down St. John River Falls.                     | Collision with steamer tug "Lillie."                            | Partial .. | 300                |
| April 16 | Leonard B. Snow. | 40    | Digby .....      | do ..                 | 36    | Belliveau's Cove to Weymouth.                  | Near wharf, Weymouth bridge.                          | Lime on board caught fire and burned vessel.                    | Total ..   | 800 cargo 1,500    |
| Mar. 28  | Lily .....       | ..... | Victoria, B.C.   | do ..                 | 68    | Victoria, sealing .....                        | Dodger's Cove, Barclay's Sound.                       | Dragged ashore  | do ..      | 5,000 cargo 5,000  |
| May 13   | Lochiel .....    | 21    | Arichat .....    | Schooner, wood, sail. | 99    | Halifax to Sydney.....                         | 6 miles S.W. of Egg Island.                           | Collision with unknown schr.                                    | Partial..  | 100                |
| April 3  | Lyra .....       | 8     | St. John .....   | do ..                 | 99    | St. John, N.B., to Providence, U.S.            | Vineyard Sound, off East Chop Light, Mass., U.S.      | Collision; want of lights in barges.                            | do ..      | 1,800              |
| June 3   | Lydia .....      | 16    | Yarmouth .....   | Ship, w'd, sail.      | 1,241 | Bordeaux, France, to Sydney.                   | Atlantic Ocean.....                                   | Succession of gales, lost some spars and sails.                 | do ..      | 600                |
| Aug. 18  | S.P. ....        | 3     | St. John .....   | Schooner, wood, sail. | 98    | St. John, N.B., to New York, U.S.              | Hart Island, entrance to New York Harbour.            | Vessel mist-stayed in foggy and squally weather.                | do ..      | 40,000             |
| do 18    | Lansdowne....    | 7     | Windsor .....    | Ship, w'd, sail.      | 1,486 | Hakodati, Japan to New York.                   | Unknown .....   | Has not been heard of since leaving Japan.                      | Total ..   | 300                |
| Oct. 13  | Laura Victoria   | 3     | Arichat .....    | Schooner, wood, sail. | 39    | Vessel had lately arrived from fishing voyage. | Descousse. . . . .                                    | Vessel was at anchor, drag'd her anchor and went ashore.        | Partial..  | 125                |
| do 13    | Lady Franklin    | 10    | Charlottetown    | - do ..               | 76    | Ch. Town to Port Hawkesbury.                   | Middle Merigomish Beach.                              | By loss of sails & rigging ship could not beat to windward.     | do ..      | 300                |
| .....    | Linda .....      | 14    | Parrsboro' ..... | do ..                 | 57    | Kingsport to Wolfville.                        | Off Kingsport, N.S. . . .                             | Vessel filled with water.                                       | Total ..   | 150                |
| .....    | Loty Hardy ..    | ..... | Lunenburg .....  | do ..                 | 97    | Mahone Bay to Arichat                          | Arichat Harbour .....                                 | Vessel dragged anchor, came across the bow of schooner.         | Partial..  |                    |



## STATEMENT of Wrecks and Casualties to Sea-going Vessels, &amp;c.—Continued.

| Date of Casualty. | Name of Vessel. | Age. | Port of Registry.     | Rig.                  | Register Tonnage. | Port sailed from.<br>—<br>Port bound to. | Place where Casualty happened.              | Nature of Casualty.  | Cause of Casualty. | Lives Lost. | Total or Partial Loss. | Amount.            |
|-------------------|-----------------|------|-----------------------|-----------------------|-------------------|--|---|--|--------------------|-------------|------------------------|--------------------|
| 1891.             |                 |      |                       |                       |                   |  |   |  |                    |             |                        | \$                 |
| Nov. 6            | Lady Franklin   | 10   | Charlottetown, P.E.I. | Schooner, wood, sail. | 77                | St. Peter's to Bras d'Or                 | Off Lime Hill Marble Mountain.              | The gale so great, vessel dragged ashore at midnight.        |                    |             |                        |                    |
| Dec. 2            | Laura Brown.    | 10   | Parraboro'            | do                    | 94                | St. John to Boston                       | Quoddy Bay                                  | Sprung a leak.   |                    |             |                        |                    |
| do 2              | Lottie Bell     | 18   | Provincetown, Mass.   | do                    | 90                | Provincetown to Bay of Islands, Nfld.    | Moody Island.                               | Bay of Fundy in-draught.                                     |                    | Total       | Total                  | 4,000              |
| do 2              | Lewis Ross      | 16   | Port Hope             | do                    | 212               | Port Hope to Sarnia                      |   |  |                    | do          | do                     | 3,000              |
| do 17             | Laura           | 28   | Liverpool             | do                    | 52                | Canso to Halifax                         | Grand Narrows bridge stone abutment.        | Collision; strong current.                                   |                    | Partial.    | Partial.               | 100<br>Cargo. 20   |
| do 17             | Leonard B       | new  | Parraboro             | do                    | 120               | St. Andrew's, N.B. to Parraboro', N.S.   | Pisarsince, N.B.                            | Dragged ashore with both anchors down.                       |                    | Partial.    | Partial.               | 50                 |
| do 17             | L. B. Hatch     | 12   | Annapolis             | do                    | 80                | Thomas Cove to Boston                    | South Seal Islands bore east about 7 miles. | Disinasted   |                    | Total       | Total                  |                    |
| Jan. 4            | Merino          | 13   | Lunenburg             | Schooner, wood, sail. | 46                | North Sydney to Lunenburg.               | Bold Rock Shoal, Canso Harbour.             | Weather thick and night dark.                                |                    | Partial.    | Partial.               | 200<br>cargo 50    |
| Feb. 8            | Martha          | 2    | New Westminster.      | do                    | 12                | Victoria, sealing                        | Barclay Sound, Vancouver Island, B.C.       | Stranded. Dragged anchor; stranded.                          |                    | Total       | Total                  | 1,000<br>cargo 500 |
| April 3           | Miriam          | 16   | Norwegian             | Barque, wood, sail.   | 1111              | Rio Janeiro to St. John, N.B.            | Grand Manan, Bay of Fundy.                  | Heavy gale. Stranded.  |                    | do          | do                     | 20,000             |
| do 3              | Maggie Miller.  | 3    | St. John, N.B.        | Schooner, wood, sail. | 92                | Boston to St. John                       | Boston Harbour                              | During gale a storm. drifted into the M. M. and damaged her. |                    | Partial.    | Partial.               | 400                |

| do      | 3                 | Marion Smith.       | 24                   | St. Johns, Nfld.       | do                    | 47  | Burges, sealing                              | Bird Rocks                                | Crushed in the ice.   | Total     | 500         |
|---------|-------------------|---------------------|----------------------|------------------------|-----------------------|-----|--|---|---|-----------|-------------|
| Mar. 25 | Montreal          | 23                  | Windsor              | Barque, wood, sail.    | do                    | 806 | Brunswick, Georgia, to Gustenmonde, Germany. | Lat. 30° N.; Long. 79° W.                 | Sprung a leak in gale.  | Partial.  | 1,000 cargo |
| June 13 | Maggie A. Jewell. | 8                   | Charlottetown P.E.I. | Schooner, wood, sail.  | do                    | 68  | Rustico to Sydney, C.B.                      | Port Hawkesbury Harbour.                  | Collision in coming to anchor in a gale of wind.                                | do        | 125         |
| do      | 12                | Marie Delphine.     | 8                    | Sackville, N.B.        | do                    | 76  | Pictou to Chatham                            | Herring Cove, Ecuminae, Miramichi Bay.    | Had no pilot, and misjudged distance from shore.                                | do        | 25          |
| Aug. 18 | Merritt           | 7                   | St. John, N.B.       | Barquette, wood, sail. | do                    | 449 | Philadelphia to St. John                     | South Shoal light, N.E. by E. 75 miles.   | Collision in thick fog.   | do        | 2,100       |
| do      | 18                | Mary E. Leslie      | 1                    | Liverpool              | Schooner, wood, sail. | 99  | North Sydney fishing grounds.                | 15 miles off St. Ann's Bank, Cape Breton. | Ran into by ship "Sadia." Carried away bowsprit.                                | do        | 400         |
| do      | 18                | Mignonette          | 5                    | Quebec                 | do                    | 139 | Chicoutimi, Que., Newfoundland.              | to 15 miles S. E. of St. Paul's Island.   | In heavy gale lost main mast and sustained other damage.                        | do        | 700         |
| Oct. 13 | M. C. McLean      | 24                  | Halifax              | do                     | do                    | 67  | Charlottetown, P.E.I., to West Arichat.      | Crichton's Island, West Arichat.          | Vessel dragged her anchor, but was got off.                                     | Trifling. |             |
| do      | 13                | Mary Rogers         | 1½                   | Arichat                | do                    | 138 | Halifax to Wallace, N.S.                     | North side of Lennox Passage, C.B.        | Vessel dragged her anchor and was driven ashore, but was got off at flood tide. | do        |             |
| do      | 13                | Mary E. McLaughlin. | 2                    | do                     | do                    | 167 | Arichat                                      | Harbour of Cow Bay                        | By contact with another vessel.   | Partial.  | 40          |
| do      | 13                | Myrtle              | 8                    | Barrington             | do                    | 91  | Halifax to N. Sydney                         | Victoria Pier, Sydney Harbour.            | In a gale lines parted, and she collided with another.                          | do        | 100         |
| do      | 13                | May Queen           | 6                    | St. Johns, Nfld.       | do                    | 50  | Channel to N. Sydney.                        | International Pier, Sydney Harbour.       | Supposed that the vessel was thrown on her beam ends by force of gale.          | Total     | 3,500       |
| do      | 13                | Morris Wilson       |                      | Lunenburg              | do                    | 98  | Canso, N.S., to Lunenburg.                   | 40 miles S. S. W from Cape Canso.         | Sprung a leak in a storm.   | do        | 200 cargo   |
| do      | 13                | Margaret Jane       | 21                   | Charlottetown P.E.I.   | do                    | 65  | Pictou, N.S., to Charlottetown, P.E.I.       | Bay View, off Pictou Harbour.             | Ran ashore  | do        | 150         |
| do      |                   | Minnie Tobin        |                      | St. Johns, Nfld.       | do                    | 70  |  | West coast Nfld.                          |   | do        |             |

## STATEMENT of Wrecks and Casualties to Sea-going Vessels, &amp;c—Continued.

| Date of Casualty. | Name of Vessel. | Age. | Port of Registry. | Rig.                  | Register Tonnage. | Port sailed from.<br>—<br>Port bound to. | Place where Casualty happened.                     | Nature of Casualty.   | Cause of Casualty. | Lives Lost. | Total or Partial Loss. | Amount. |
|-------------------|-----------------|------|-------------------|-----------------------|-------------------|--|--|---|--------------------|-------------|------------------------|---------|
| 1891.             |                 |      |                   |                       |                   |  |  |   |                    |             |                        | \$      |
| Oct. 13           | Mary E. Power   | 4    | St. Johns, Nfld   | Schooner, wood, sail. | 80                | St. Johns, Nfld., to Bum Island.         | Off Bird Island, west coast Nfld.                  | Struck on a rock in fog.                                    |                    |             | Partial.               | 350     |
| Dec. 2            | Minnie N....    | 15   | St. John, N.B.    | do ..                 | 57                | Loading ..                               | Beach, Moose River...                              |   |                    |             |                        |         |
| .....             | T. W. McKay.    | 8    | Parrsboro' ..     | do ..                 | 112               | Joggins, N.S., to Salem, Mass.           | .....  | Jib and fore-sail torn.                                     |                    |             | Partial.               | 50      |
| 29 Mar. 1         | N. H. Upham.    | 6½   | do ..             | do ..                 | 46                | Peraux, N.B., to Boston, Mass.           | Green's Landing, Me., U.S.                         | Stranded; ran on ledge.                                     |                    |             | do ..                  | 100     |
| Feb. —            | Nellie Taylor.  | 15   | Victoria....      | do ..                 | 5                 | New Westminster....                      | Port Graves, Howe Sound.                           | Drifted out of harbour at night; filled and sunk.           |                    |             | Total...               | 1,000   |
| April 20          | Nellie Dixon.   | 2    | United States.    | do ..                 | 111               | Boston, fishing ..                       | Cerberus Rock, Chedabucto Bay                      | Stranded; rock not buoyed.                                  |                    |             | Partial.               | 300     |
| Oct. 13           | Nota Bene....   | 14   | Parrsboro' ..     | do ..                 | 50                | Joggins, N.S., to Wolfville, N.S.        | Apple River....                                    | Sctr. "Endeavor" swung in to vessel and damaged her at bow. |                    |             | do ..                  | 40      |
| do 13             | Nettie Shaw..   | 1    | do ..             | do ..                 | 249               | Windsor to New York.                     | Mouth of New York Sound.                           | Vessel struck by a gale and sails torn.                     |                    |             | do ..                  | 100     |
| do 13             | Neptune.....    | 2    | Amherst.....      | do ..                 | 34                | Amherst to Cow Bay ..                    | West side of breakwater, Cow Bay.                  |   |                    |             | Total...               |         |
| Dec. 2            | Nellie Bruce..  | 9    | St. John, N.B.    | do ..                 | 117               | New York to St. John, N.B.               | Starboard Island, out-side of Libby Island, Maine. | Dense fog....   |                    |             | Partial.               | 2,600   |

|          |                           |              |                       |                            |       |                                       |  |  |   |                  |       |
|----------|---------------------------|--------------|-----------------------|----------------------------|-------|---------------------------------------|--|--|---|------------------|-------|
| do       | 23                        | Neptune..... | 37                    | Halifax. ....              | do .. | 66                                    | Port Mulgrave to Syd-<br>ney, C.B.                 | Pier at Grand Manan<br>Bridge.                                     | Steamer collid-<br>ed with edge<br>of pier. | do ..            | 4,000 |
| Jan. 13  | Otter.....                | 6            | St. John, N.B.        | do ..                      | 199   | St. Kitts, B.W.I., to<br>New York.    | Beach off Bellport,<br>Long Island, U.S.           | Heavy sea and<br>current; wea-<br>ther hazy.                       | Total... cargo                              | 6,500<br>750     |       |
| May 27   | Old Fellow....            | 15           | Annapolis ....        | do ..                      | 34    | Annapolis to St. John.                | Near mouth of St. John<br>Harbour.                 | Collision with<br>unknown<br>schooner.                             | Partial..                                   | 70               |       |
| Aug. 18  | Onora.....                | 10           | do ..                 | do ..                      | 137   | Moncton, N. B., to<br>Boston.         | Hopewell Cape, Bay of<br>Fundy.                    | Went on shore.   | Trifling.                                   | .....            |       |
| Dec. —   | Ospray.....               | 6            | Lunenburg ..          | do ..                      | 99    | St. Pierre to North<br>Sydney.        | North Sydney.....                                  | During gale<br>dragged both<br>anchors and<br>ran against<br>pier. | .....                                       | .....            |       |
| .....    | Ottawa.....               | .....        | West Hartle-<br>pool. | do ..                      | 29    | London, Eng., to Hali-<br>fax, N.S.   | Blonde Rock, Seal Isl'd                            | Stranding. ....  | Partial..                                   | 700              |       |
| Dec. 17  | Thos. F. Bay-<br>ard.     | 6            | Gloucester,<br>Mass.  | Schooner,<br>wood, sail.   | 95    | Eastport, Mass., to<br>Fishing Banks. | John's Cove, entrance<br>to Yarmouth Har-<br>bour. | .....  | Partial..                                   | 1,000            |       |
| Oct. 13  | Union.....                | 9            | Halifax.....          | do ..                      | 20    | Arichat.....                          | .....  | Nothing could<br>be done to save<br>vessel.                        | do ..                                       | 150              |       |
| do       | Uruguay.....              | .....        | Windsor, N.S.         | do ..                      | 736   | Windsor to New York.                  | About 35m. off Martin-<br>icus South.              | Foundered with<br>all hands off<br>coast, U.S.                     | Total...                                    | 30,000           |       |
| April 26 | Veritas.....              | 14           | Liverpool, N.S.       | do ..                      | 111   | Cow Bay to Halifax.                   | Main-à-Dieu .....                                  | Struck on Har-<br>bour Rock.                                       | Partial..                                   | 400              |       |
| May 25   | Vibilia.....              | 21           | Yarmouth....          | Barque,<br>wood, sail.     | 553   | New York to Savannah                  | Corrituck Beach, North<br>Carolina,                | Thick weather;<br>grounded on<br>beach; took<br>fire.              | Total... cargo                              | 12,000<br>17,000 |       |
| Aug. 18  | Veronica.....             | 12           | St. John, N.B.        | do ..                      | 1137  | Montevideo to Boston.                 | Lat. 58° 30' S.; Long.<br>68° W.                   | Sprung a leak<br>in a hurricane.                                   | Partial..                                   | 10,000           |       |
| do       | Vivid.....                | 26           | Halifax.....          | Schooner,<br>wood, sail.   | 75    | Pictou to Halifax.....                | Saber Island.....                                  | Thick weather.   | Total...                                    | 1,600            |       |
| Sept. 5  | Vanveen.....              | 1            | Yarmouth....          | Brigantine,<br>sail, wood, | 542   | Cardenas to Philadel-<br>phia.        | Colorado Reef, coast of<br>Cuba.                   | Ship struck on<br>reef.  | Partial.. cargo                             | 273<br>200       |       |
| Jan. 15  | William H.<br>Wellington. | 9            | Gloucester,<br>Mass.  | Schooner,<br>wood, sail.   | 81    | Gloucester, fishing ....              | East part of La Have<br>Banks.                     | Heavy squall<br>carried away<br>rigging.                           | do ..                                       | 200              |       |

## STATEMENT of Wrecks and Casualties to Sea-going Vessels, &amp;c.—Continued.

| Date of Casualty. | Name of Vessel.      | Age. | Port of Registry. | Rig.                  | Register Tonnage. | Port sailed from.<br>—<br>Port bound to. | Place where Casualty happened.               | Nature of Casualty.  | Cause of Casualty. | Lives Lost. | Total or Partial Loss. | Amount.             |
|-------------------|----------------------|------|-------------------|-----------------------|-------------------|--|--|--|--------------------|-------------|------------------------|---------------------|
| 1891.             |                      |      |                   |                       |                   |  |  |  |                    |             |                        | \$                  |
| April 23          | W. & H. Wetherspoon. | 18   | Parrsboro'        | Schooner, wood, sail. | 194               | Bahia to New York                        | Lat. 34° 30' N.; Long. 72° 30' W.; Atlantic. | Struck by wind; lost mast and sails.   | .....              | .....       | Partial..              | 400                 |
| May 6             | Wenoah.              | 2    | Liverpool         | do                    | 99                | Little Glace Bay to Halifax.             | Little Glace Bay Harbour.                    | After getting out of harbour wind died away.                                       | .....              | .....       | do ..                  | 500<br>cargo<br>250 |
| June 17           | Wild Briar           | 25   | Miramichi         | do                    | 80                | Sydney to Chatham                        | Grandique Ferry Beach, Lennox Passage.       | Sprang a leak and beached vessel, when she slipped off and sank.                   | .....              | .....       | Total...               | 600<br>cargo<br>250 |
| Aug. 18           | William Mason        | 34   | Portland          | do                    | 248               | Saco, Me., to St. John, N.B.             | Machias, Maine, U.S.                         | Went ashore at Machias's in a gale.  | .....              | .....       | do ..                  | 2,000               |
| Oct. 13           | William Boak         | 17   | Halifax           | do                    | 62                | Charlottetown to Placentia, Nfld.        | Lighthouse, Nfld.                            | Error in compass and heavy wind and snow; were unable to land until vessel struck. | .....              | .....       | do ..                  | .....               |
| do 13             | Wascano              | 3    | St. John          | do                    | 115               | Hillsboro' to New York                   | Pollock Reef Light-ship bearing E.S.E.       | Fog; steamer altered her course and collided.                                      | .....              | .....       | Partial..              | 300                 |
| do 13             | Willie A. Jewel      | 22   | Princetown, N.S.  | do                    | 67                | Yarmouth, N.S., to Clark's Harbour.      | Noddy Island                                 | .....  | .....              | .....       | Total...               | 1,200               |
| do 13             | Willie McGowan.      | 8    | Shelburne         | do                    | 115               | Halifax to Grand Banks.                  | Lat. 45° 13' N.; Long. 51° 10' W.            | Vessel broke from her anchor; shipped large quantities of water.                   | .....              | .....       | Partial..              | 200                 |

|      |    |                  |    |                   |                        |      |                               |   |   |           |                    |
|------|----|------------------|----|-------------------|------------------------|------|-------------------------------|---|---|-----------|--------------------|
| Nov. | 6  | White Swan...    | 2  | Parrsboro', N. S. | do ..                  | 90   | Port Pique to Parrsboro'.     | Off Five Islands, N.S.                        | Vessel lost her anchor and beached at Economy, N.S.                                 | do ..     | 60                 |
| Oct. | 13 | Shooting Star.   | 31 | Arichat .....     | do ..                  | 32   | Gulf St Lawrence .....        | Beach on Bernard's Island, Descousse Harbour. | Vessel was at anchor in Descousse Harb.; dragged her anchor.                        | Trifling. |                    |
| do   | 13 | Stranger .....   | 1  | Halifax .....     | do ..                  | 35   | Souria, P.E.I., fishing.      | Meat Cove .....                               | Schnr. drifted ashore.  | Total ..  | 2,000              |
| do   | 13 | Swan .....       | 31 | Charlottetown     | do ..                  | 74   | Pictou, N.S., to Arichat.     | Arichat Harbour .....                         | Vessel lying at wharf; schr. "Lettie N. Hardy" came across her bow.                 | Partial.  | 150                |
| Nov. | 6  | Star in the East | 15 | Parrsboro' .....  | do ..                  | 24   | Canning, N.S., to Parrsboro'. | Off Kingsport, N. S., Basin of Minas.         | Lost her fore-sail; struck by a squall.   | do ..     | 40                 |
| do   | 6  | Soudan .....     | 7  | Halifax .....     | do ..                  | 118  | Port Hood to Bayfield, N.S.   | South-east of Port Hood wharf.                | Heavy sea and gale.   | do ..     | 800<br>100 cargo   |
| do   | 6  | Sarah .....      |    | Yarmouth .....    | Barque, wood, sail.    | 1142 | London to Port Townsend.      | About 6 miles to the east of Cape Beale.      | Thick fog .....   |           |                    |
| Dec. | 3  | Solario .....    |    | Kingston, N.B.    | Brigant'e, wood, sail. | 220  | Miragone to Boston ..         |   | The vessel received no damage to speak of.  | do ..     | 3,000              |
| do   | 2  | Sun Beam .....   | 18 | Philadelphia ..   | Barque, wood, sail.    | 845  | Leghorn .....                 | East of George's Bank.                        | Hurricane; ship sprung a leak, and foremast, foreyard, &c., lost; 6 sails strained. |           |                    |
| do   | 17 | San Pedro .....  | 9  |                   | Schooner, iron, steam. | 2113 | San Francisco .....           | Brocher's Ledge, off Victoria.                | Stranded .....  | do ..     |                    |
| do   | 15 | St. Croix .....  | 1  | Windsor, N.S.     | Brigant'e, wood, sail. | 653  | New York to Santos ..         | Off New London, Conn.                         | Collided with a schr.; carried away rigging, &c.                                    | do ..     | 300                |
| do   | 15 | St. John .....   | 9  | St. John, N.B.    | Schooner, wood, sail.  | 248  | Cape Hayti to Cienfuegos.     | 400 miles north of Bermuda.                   | Severe hurricane; lost sails, sprung mizen mast.                                    | do ..     | 2,000<br>150 cargo |
| Jan. | 8  | Thrasher .....   | 9  | do ..             | do ..                  | 123  | St. John to Vineyard Haven.   | Brass Bar, Maine, U.S.                        | Stranded; struck on bar.  | do ..     | 500                |
| Mar. | 22 | Treasurer .....  | 7  | Parrsboro' .....  | Ship, wood sail.       | 1886 | Newport to Barcelona.         | Chesapeake Bay .....                          | Dragged anchors; broke windlass.  | do ..     | 2,000              |

## STATEMENT of Wrecks and Casualties to Sea-going Vessels, &amp;c.—Continued.

| Date of Casualty. | Name of Vessel. | Age. | Port of Registry. | Rig.                     | Register Tonnage. | Port sailed from.<br>—<br>Port bound to.     | Place where Casualty occurred.            | Nature of Casualty.  | Cause of Casualty. | Lives Lost. | Total or Partial Loss. | Amount.                       |
|-------------------|-----------------|------|-------------------|--------------------------|-------------------|--|---|--|--------------------|-------------|------------------------|-------------------------------|
| 1891.             |                 |      |                   |                          |                   |  |   |  |                    |             |                        |                               |
| June 7            | Star.....       | 9    | Annapolis.....    | Schooner,<br>wood, sail. | 118               | Boston to Annapolis.....                     | Off Briar Island.....                     | Run into by str.<br>"Wandrah"<br>and became a<br>total loss.                                 | .....              | .....       | Total.....             | \$<br>2,000<br>cargo<br>1,000 |
| Oct. 13           | Thistle.....    | 37   | Halifax.....      | do ..                    | 49                | Liverpool, N. S., to<br>Halifax.             | Off Betty Island.....                     | Spung a leak in<br>a storm, pumps<br>broke down,<br>vessel found-<br>ered.                   | .....              | .....       | Partial..              | 800<br>cargo<br>1,900         |
| do 13             | Thos. Parnell.. | 5    | Sydney.....       | do ..                    | 5                 | Fishing banks.....                           | West side Archibald's<br>loading whar     | Storm; no op-<br>portunity to do<br>anything to<br>save vessel.                              | .....              | .....       | Total.....             | .....                         |
| Dec. 23           | Trojan.....     | 1    | Parrsboro'.....   | do ..                    | 557               | Windsor, N.S., to New<br>York.               | Harding's Ledge, S.W.<br>Harbour, N.S.    | Was running<br>for harbour,<br>and run on<br>ledge during<br>thick squall.                   | .....              | .....       | do ..                  | 24,000<br>cargo<br>1,051      |
| do 17             | T. W. McKay     | 8    | do ..             | do ..                    | 1112              | Joggins, N.S., to Salem,<br>Mass.            | 25 miles S. E. of Port-<br>land, Me.      | .....  | .....              | .....       | Partial..              | 50                            |
| do 17             | Trader.....     | 6    | do ..             | do ..                    | 72                | New Haven, Conn., to<br>Port Greville, N.S.  | Bell's Gate, Cape Cod,<br>N.S.            | Parted chains,<br>and master ran<br>her ashore to<br>save her from<br>going on the<br>rocks. | .....              | .....       | do ..                  | 200                           |
| Nov. 6            | R. W. Smith..   | 17   | Lunenburg.....    | Schooner,<br>wood, sail  | 74                | Arichat, C.B., to Char-<br>lottetown, P.E.I. | Off Picton Island, Gulf<br>St. Lawrence.  | Great gale; lost<br>main sail, fore-<br>sail, &c.  | .....              | .....       | Partial..              | 1,000                         |
| Dec. 2            | River Queen..   | 15   | Sydney, C.B..     | do ..                    | 32                | Fishing.....                                 | White Point.....                          | Gale of wind ..  | .....              | .....       | Total.....             | .....                         |
| .....             | Rocheko.....    | 19   | Amer. Record      | do ..                    | 353               | Campbell, N.B., to<br>Queensdown.            | S.W. point, Amherst,<br>Magdalen Islands. | Water-logged ..  | .....              | .....       | do ..                  | .....                         |

|         |                  |          |                       |                       |      |                                  |  |  |          |        |
|---------|------------------|----------|-----------------------|-----------------------|------|----------------------------------|--|--|----------|--------|
| Dec. 17 | Richard's King.  | 9        | St. Catharines        | Tug, w'd, steam.      | 39   | French River to Tobermory.       | Fish Dock, Tobermory                     | Caught fire.   | do       | 250    |
| Feb. 7  | Sarah E. Lee     | 5        | Gloucester            | Schooner, wood, sail  | 98   | Gloucester, fishing              | Little Harbour, N.S.                     | Stranding; error lights in the snowstorm                                   | do       | 5,000  |
| Mar. 13 | Solario          | 20       | Kingston, Jamaica     | Brig w'd, sail        | 220  | Boston                           | Vineyard Haven, N.S.                     | Miss, chains parted & both anchors lost.                                   | Partial. | 160    |
| May 30  | St. George       | 6        | Quebec                | Tug, wood steam.      | 9    | Quebec                           | Customs wharf, Que.                      | Fire; accident.  | do       | 50     |
| June 1  | Sea Bird         | 23       | St. John, N.B.        | Schooner, wood, sail  | 80   | St. John to Rockland, Maine.     | The light on Libby Island, Maine.        | Stranding; thick fog and smoke.  | do       | 1,000  |
| do      | Stratford Lange. | 3 m.     | Arendal, Norway.      | Barque, wood, sail    | 659  | Chicoutimi to Melbourne.         | West bar of Bryon Island, Magdalen Islds | Stranding; took Bryon Island for west point Amherst Island.                | Total    | 20,000 |
| do      | Swan             | 30       | Charlottetown, P.E.I. | Schooner, wood, sail  | 74   | Halifax to Arichat               | 15 miles off Pope's Harbour.             | Lost spars and sails.  | Partial. | 360    |
| Aug. 18 | Snow Queen       | 19       | Halifax               | Barque, wood, sail    | 984  | Darian, Ga., U.S., to Newcastle. | In North Atlantic.                       | Sprang a leak.   | do       | 495    |
| do      | Sailor's Fancy   | 10       | do                    | Schooner, wood, sail  | 16   | Glen Margaret to Eggs Cove.      | Shut in island                           | do   | Total    | 495    |
| do      | Stratford Lange. | 1st vog. | Arendal               | Barque, wood, sail    | 659  | Chicoutimi to Melbourne.         | Reef S.W. point, Bryon Island.           | Mistak'g Bryon Isld for Magdalen Islands.                                  | Partial. | 800    |
| do      | Sirocco          | 7        | Port Medway           | Brigant'e, wood, sail | 176  | Demerara to Halifax              | Near Meagher's beach light.              | Vessel went to shore while in charge of Pilot Beaching in Halifax Harbour. | do       | 200    |
| do      | Selkirk          | 5        | Maitland              | Ship, w'd, sail.      | 1757 | New York to Batavia.             | In North Atlantic.                       | Vessel sprung a leak.  | do       | 1,750  |
| do      | Sower            | 8        | Parrsboro'            | do                    | 143  | New York to St. John             | Long Island, Mount Desert, N.S.          | Parted hawser, and went to shore.  | do       | 500    |
| Aug. 21 | Swallow          | 2        | St. John              | Schooner, wood, sail  | 90   | Hillsboro' to Boston, Mass.      | Abreast of West Quoddy Light, Me.        | Deceived by sound of fog whistle in a thick fog, and went ashore.          | do       | 1,200  |



## STATEMENT of Wrecks and Casualties to Sea-going Vessels, &amp;c.—Continued.

| Date of Casualty. | Name of Vessel. | Age.  | Port of Registry. | Rig.                  | Register Tonnage. | Port sailed from.<br>—<br>Port bound to. | Place where Casualty happened.                           | Nature of Casualty.   | Cause of Casualty. | Lives Lost. | Total or Partial Loss. | Amount.           |
|-------------------|-----------------|-------|-------------------|-----------------------|-------------------|--|--|---|--------------------|-------------|------------------------|-------------------|
| 1891.             |                 |       |                   |                       |                   |  |  |   |                    |             |                        | \$                |
| Oct. 13           | Sailor's Fancy. | 10    | Halifax.          | Schooner, wood, sail. | 16                | Glen Margaret to Peggy's Cove.           | Shut In Island, St. Margaret's Bay.                      | In taking pins came out of block attached to wheel-chain and vessel mistayed.       | .....              | .....       | Total                  | 1,100 cargo 300   |
| Jan. 1            | Patriot.        | 6 m.  | Parrsboro'        | do                    | 107               | Maricao to Boston                        | Graveyard, Vineyard Sound, U.S.                          | Thick weather; current and sea set to leeward.                                      | .....              | .....       | Partial                | 2,000             |
| March 1           | Pocahontas      | 32    | do                | do                    | 63                | Laid up at Parrsboro'                    | .....  | Torn to pieces by ice during winter and drifted out with ice in spring.             | .....              | .....       | Total                  | 400               |
| do 29             | Persia          | 5     | Windsor           | Barque, wood, sail.   | 578               | Guantanamo to Delaware Breakwater.       | .....  | Lost and split sails.   | .....              | .....       | Partial                | 1,000             |
| May 23            | Pioneer         | 15    | Halifax           | Schooner, wood, sail. | 92                | St. John, N.B., to Boston, Mass.         | St. John Harbour   | Ship would not answer helm, ran ashore, sprung a leak, and lime set fire to vessel. | .....              | .....       | Total                  | 2,500 cargo 450   |
| do 23             | Plover          | 7     | St. Johns, Nfld.  | do                    | 41                | Newfoundland, fishing.                   | Cape George  | Strong wind and heavy sea.  | .....              | .....       | Partial                | 140               |
| Nov. 13           | Parlee          | ..... | Moncton, N.B.     | do                    | 149               | New York to Moncton.                     | 30 miles N.E. from Pollock Reef Light, Nanctucket Shoal. | Fog collision   | .....              | .....       | do                     | .....             |
| do 13             | Perseverante    | 26    | St. Malo          | do                    | 109               | St. Pierre to North Sydney.              | Port of North Sydney.                                    | Broke from her moorings and ran ashore.   | .....              | .....       | do                     | 500               |
| do 13             | Paul and Essie  | 11    | Gloucester        | do                    | 63                | Off shore fishing, Shelburne.            | Black Point, Shelburne County, N.S.                      | Heavy sea and gale, thick weather; driven on shore.                                 | .....              | .....       | Total                  | 5,000 cargo 1,200 |

| Jan. 2  | Platner        | Parrsboro'             | Barque,<br>wood, sail.   | 276 Philadelphia                             | At sea                                   | Lost sails  | Partial      | 200              |
|---------|----------------|------------------------|--------------------------|--|--|---|--------------|------------------|
| do 12   | Pacoma         | 17 do                  | Schooner,<br>wood, sail. | 209 Parrsboro', N.S., to St. Andrew's, N.S.  | St. John Harbour                         |   |              |                  |
| Oct. 18 | Quickstep      | Liverpool, N.S.        | do                       | 28 Halifax to Port Hood                      | 5 miles west of White Head Light, sea.   | Sprung a leak and filled with in an hour.                         | Total cargo. | 300<br>40)       |
| Nov. 13 | Quebec         | 24 Windsor             | Barque,<br>wood, sail.   | 1462 Liverpool to St. John                   | Lat. 43° 3' N.; Long. 63° 16'            | Met a severe gale, lost spars and masts.                          | Partial      | 8,000            |
| Jan. 12 | Robt. F. Mason | 1 Lunenburg            | Schooner,<br>wood, sail. | 87 St. Pierre Miquelon to St. Jacques, Nfld. | Skinner's Cove, St. Jacques, Nfld.       | Dragged anchor and stranded in gale.                              | do           | 1,800            |
| Mar. 26 | Roland         | 8 Charlottetown P.E.I. | do                       | 348 Cienfuegos to New York                   | Lat. 77° 49' N.; Long. 30° 19' W.        | Masts carried away and foundered.                                 | Total cargo. | 10,000<br>30,000 |
| Oct. 13 | Rock City      | 23 Frederickstad.      | Barque,<br>wood, sail.   | Belfast, G.B., to Michichi, N.B.             | About 50 miles E.S.E. of Flint Island.   | Collision with barque "Canova."                                   | Partial      | 14,000           |
| do 13   | Renfrew        | 30 Halifax             | Schooner,<br>wood, sail. | 41 West Arichat to Peter's                   | Beach west of River Bourgoise.           | Ves'l was lying at anchor until she parted her chains.            | do           | 200              |
| do 13   | Reaper         | 24 do                  | do                       | 25 Sheet Harbour to Arichat.                 | North side Petit de Grat Inlet.          | Ves'l was lying at anchor; dragged anchor and stranded.           | do           |                  |
| do 13   | Rose Mary      | 7 St. Johns, Nfld.     | do                       | 94 St. Johns, Nfld.                          | At Gaul Min'g Association, North Sydney. | The schr. "Osprey" dragged down over her anchor.                  | do           | 100              |
| Nov. 6  | Wiona          | 7 Parrsboro'           | do                       | 61 Joggins Mtn.                              | Off Dover, N.B.                          |   | Total        | 1,000            |
| do 6    | Watchman       | 8 do                   | do                       | 46 Lying in port, Parrsboro' to West Bay     | In Parrsboro' Harbour, N.S.              | Bque. "Havre" collided with the vessel and carried away jib stay. | Partial      | 40               |
| Dec. 2  | Winnifred      | Windsor, N.S.          | Barque,<br>wood, sail.   | 432 Pt. William to Havana                    | Lat. 23° 30', Long. 67° 0'               | Met bad weather and was dismantled.                               | do           | 1,500            |
| do 17   | Wellington     | 8 Newcastle            | Schooner,<br>iron, stn.  | 1296 San Francisco to Havana.                | Lat. 43° 30' N., Long. 124° 45' W.       |   |              |                  |
| Nov. 13 | Zambesi        | 18 Shanghai            | Schooner,<br>wood, sail. | 1564 Yokohama                                | Juan de Fuca Straits.                    | Collision in fog with "Fanny Dubard."                             |              |                  |

## SUPPLEMENT to the Statement of Wrecks and Casualties to Sea-going Vessels, &amp;c.—Continued.

| Date of Casualty. | Name of Vessel.        | Age. | Port of Registry. | Rig.                  | Register Tonnage. | Port sailed from, — Port bound to.     | Place where Casualty happened.                          | Nature of Casualty.   | Cause of Casualty. | Lives Lost. | Total or Partial Loss. | Amount.     |
|-------------------|------------------------|------|-------------------|-----------------------|-------------------|--|---|---|--------------------|-------------|------------------------|-------------|
| 1890.             |                        |      |                   |                       |                   |  |   |   |                    |             |                        | \$          |
| May 19            | Algeria. ....          | 19   | St. John. ....    | Barque, wood, sail.   | 620               | St. John to Belfast. ....              | Mouth of Bay of Fundy                                   | Sprung a leak. ....   | .....              | .....       | Partial..              | 5,000 cargo |
| Oct. 28           | Anos Falkenburgh. .... | 37   | New York. ....    | Schooner, wood, sail. | 172               | do Boston. ....                        | Machas, Seal Island.                                    | do .....  | .....              | .....       | do .....               | 110         |
| Nov. 16           | A. J. Lloyd. ....      | 13   | Shelburne. ....   | do ..                 | 26                | Green Harbour to Lunenburg.            | 4 miles S.E. Port Matine Island.                        | Foundered. ....   | .....              | .....       | Total..                | 600 cargo   |
| Dec. 1            | Admiral. ....          | 35   | Halifax. ....     | do ..                 | 60                | Laid up for winter at Port Hawkesbury. | Port Hawkesbury. ....                                   | Dragged anchor and went ashore in a gale of wind.   | .....              | .....       | Partial..              | 100         |
| do                | Arizon. ....           | 33   | Port Hawkesbury.  | do ..                 | 49                | do .....                               | do .....  | Dragged anchor and collided with "Bessie Louise."   | .....              | .....       | do ..                  | 400         |
| do                | A.S. Townsend          | 12   | Sydney. ....      | do ..                 | 74                | Canso to Discusse ..                   | Pouland Harbour, Lennox Passage.                        | Dragged anchor and driven ashore in gale.   | .....              | .....       | do ..                  | 100         |
| do                | Annie Gaetz. ....      | 12   | Halifax. ....     | do ..                 | 36                | Grand River, P. E. I., to Halifax.     | Port Hawkesbury. ....                                   | Schr. "Bertie C. H." broke loose in a gale and ran down the A.G., carrying away head gear | .....              | .....       | do ..                  | 300         |
| May 23            | Annie Harper.          | 8    | St. John, N.B.    | do ..                 | 93                | St. John, N. B., to Quaco.             | Bar at mouth of Big Salmon River, St. John's Cove, N.B. | Stranded; mis-stayed.   | .....              | .....       | do ..                  | 250         |
| Dec. 1            | A.H. Lennox. ....      | 24   | United States.    | do ..                 | 68                | Georgetown, P.E.I., to Portland, Me.   | N. end Dolino Island, foul ground, White Head, N.S.     | Stranding. ....   | .....              | .....       | Total..                | 1,500 cargo |
| do                | Atalia. ....           | 32   | Guyshoro' .....   | do —                  | 34                | Pt. Mulgrave to Souris, P.E.I.         | Souris, moored at railway wharf.                        | Miscellaneous; gale of wind broke vessel up at wharf.                                     | .....              | .....       | Partial..              | 250         |

|                       |    |                 |    |                    |                        |     |                                     |   |   |           |                        |
|-----------------------|----|-----------------|----|--------------------|------------------------|-----|-------------------------------------|---|---|-----------|------------------------|
| do                    | 1  | A. G. Heisler.  | 4  | Lunenburg....      | do ..                  | 96  | Halifax to Gabarouse..              | Gabarouse Harbour, C.B.                                   | Stranding; dragg'd anchor & driven ashore                                   | do ..     | 1,000                  |
| do                    | 1  | Alice.....      | 4  | Gloucester, Mass.  | do ..                  | 75  | Gloucester, fishing voy- age.       | Lingan, C.B.  | Stranding; gale   | Total..   | 3,000 cargo            |
| do                    | 1  | Amur.....       | 11 | Pictou, N.S.       | Barque, wood, sail     | 770 | Whycomagh to Liverpool, G.B.        | Off Scatarie Island...                                    | Gale.....   | Partial.. | 500                    |
| do                    | 27 | Alice.....      | 18 | Parrsboro' ..      | Schooner, wood, sail   | 54  | Parrsboro' to St. John.             | Sand Cove, St. John Harbour..                             | Thick snow storm, stranded  | do ..     | 150                    |
| do                    | 1  | Angelia.....    | 24 | Machias, Me.       | Brig'nt'ne, wood, sail | 270 | St. John to Demerara.               | Lat. 38° 51' N., Long. 61° 25' W.                         | Miscellaneous; hurricane, ship-ped a sea and became water-logged.           | Total..   | 4,000 cargo 3,333      |
| do                    | 2  | Alice.....      | 13 | Windsor.....       | do ..                  | 137 | Lunenburg to Barbadoes              | Lat. 31° 13' N., Long. 59° 54' W.                         | Met heavy gale & abandoned.   | do ..     | 3,500 cargo 11,500 400 |
| Nov.                  | 9  | Annie.....      | 16 | Sydney.....        | Tug, wood, steam.      | 13  | Anchored at wharf in Whycomagh Bay. |   | Gale; smashed against wharf.  | Partial.. | 100                    |
| Dec.                  | 9  | A. C. Watson.   | 18 | St. John ..        | Schooner, wood, sail   | 112 | St. John to Boston....              | Flushing Island, Ports-mouth, Newhaven.                   | Heavy gale, ves-sel dragged ashore.   | do ..     | 800                    |
| Nov.                  | 13 | A. Elliott..... | 12 | Annapolis ..       | do ..                  | 30  | Pereau to St. John, N.B.            | Near Isle Haute, Bay of fundy.                            | Heavy gale, drift'd on rocks  | Total..   | 200                    |
| Dec.                  | 4  | Acadian. ....   | 7  | Charlottetown      | do ..                  | 76  | Boston to Rustico, P.E.I.           | Rustico Harbour.....                                      | Lost anchor and chain, strand.  | Partial.. | 200                    |
| N <sup>o</sup> 7 July | —  | Annie McGee.    | 11 | Halifax.....       | do ..                  | 59  | Gaspé to Halifax.....               | Labrador coast.....                                       | Driven ashore at Harrington Har., and sold.                                 | do ..     | 2,000 cargo 100        |
| June                  | 10 | Albani.....     | 7  | Quebec.....        | do ..                  | 110 | Quebec to French shore              | Near Point Rich, St. Lawrence River.                      | Jammed in ice and became a total wreck.                                     | Total..   | 1,140 cargo 2,000      |
| Oct.                  | 11 | Alexina.....    | 18 | do ..              | do ..                  | 114 | Quebec Harbour ..                   | Quarantine ground, St. Thomas Shoals, St. Lawrence River. | Run into by "Oren Holme" and sunk.  | do ..     | 500 cargo 20           |
| do                    | 13 | Ayr.....        | 4  | St. John.....      | do ..                  | 124 | St. John to New York.               | Catacomb Ledge.....                                       | Stranding; mistake in dis-tinguishing be-tween 2 lights.                    | Partial.. | 200                    |
| Aug.                  | 3  | Adelia.....     | 21 | Annapolis ..       | do ..                  | 163 | Digby to Boston.....                | Cranberry Island, Maine, U.S.                             | Stranding..   | Total..   | 5,000 cargo 8,375 200  |
| Oct.                  | 18 | Blizzard. ....  | 7  | Lunenburg....      | do ..                  | 132 | Lunenburg to Mayag-uez, P.R.        | Lat. 30° 31' N., Long. 65° 1' W.                          | Strung a leak..   | do ..     | 250                    |
| Dec.                  | 1  | Blondel.....    | 32 | St. Johns, Nfld    | do ..                  | 66  | Grand River, P.E.I., to Halifax.    | Port Hawkesbury ..  | Collision with "Nettie G."  | Partial.. | 250                    |
| do                    | 8  | Bessie Louise.  | 11 | New Carlisle, P.Q. | Brig'nt'ne, wood, sail | 138 | Laid up at Pt. Hawkes-bury.         | do ..   | Schr. "Mari En-phrosyne" dragged down on the B. L., carrying away her gear. | do ..     |                        |

## SUPPLEMENT to the Statement of Wrecks and Casualties to Sea-going Vessels, &amp;c.—Continued.

| Date of Casualty. | Name of Vessel.  | Age. | Port of Registry. | Rig.                  | Register Tonnage. | Port sailed from.<br>—<br>Port bound to. | Place where Casualty happened.    | Nature of Casualty.                             | Cause of Casualty. | Lives Lost. | Total or Partial Loss. | Amount.           |
|-------------------|------------------|------|-------------------|-----------------------|-------------------|--|-----------------------------------|---|--------------------|-------------|------------------------|-------------------|
| 1890.             |                  |      |                   |                       |                   |  |                                   |   |                    |             |                        | \$                |
| Dec. 16           | Badger.          | 3    | Victoria, B.C.    | Sloop, w'd, steam.    | 29                | Victoria to Chenains.                    | About 10 miles from Victoria.     | Stranding; defective tube in boiler.            |                    | Total.      | Total.                 | 3,000             |
| do                | Beatrice.        | 7    | Lunenburg.        | Schooner, wood, sail. | 79                | Summerside to New London, P.E.I.         | Hogg Island, P.E.I.               | Stranding; heavy weather and high sea.          |                    | do          | do                     | 2,000             |
| do                | Bella May.       | 4    | Halifax.          | do                    | 79                | Halifax to Sydney                        | Gabarusse Harbour.                | do  |                    | do          | do                     | 1,500             |
| do                | Blanche.         | 8    | Sydney            | do                    | 220               | Sandoning to Boston.                     | Ocrakoke Island, North Carolina.  | Stranding; gale came on & ran ashore.           |                    | do          | do                     | 1,500             |
| do                | Byrdle.          | 1    | St. John          | do                    | 92                | St. John to Boston                       | Ile of Shoals, Mass.              | Lost deck load and other damage.                |                    | Partial.    | Partial.               | 30 cargo 233      |
| Sept. 13          | Barcelona.       | 12   | Dundee.           | Iron stmr.            | 1,856             | Middleboro', Que.                        | Red Isl'nd Reef                   | Stranding.                                      |                    | do          | do                     | 600               |
| Dec. 27           | Belvidere.       | 9    | Parrsboro'        | Schooner, wood, sail. | 109               | Parrsboro' to Yarmouth                   | Off Quaco, Bay of Fundy.          | Struck by squall & dismasted.                   |                    | do          | do                     | 1,200             |
| Oct. 8            | Crown Jewel.     | 22   | St. John, N.B.    | Barque, wood, sail.   | 176               | Londonderry to Sydney, C.B.              | Lat 50° 52' N.; Long. 38° 43' W.  | Lost topsail; gale suddenly changed.            |                    | Partial.    | Partial.               | 300 cargo         |
| Dec. 1            | Chief Commander. | 1    | Pictou, N.S.      | Schooner, wood, sail. | 38                | Pictou Harbour to Lotou.                 | Off Indian Point, Pictou Harbour. | Stranding, gale                                 |                    | do          | do                     | 300               |
| Nov. 29           | Costa Rica.      |      | Corinto           | Barque, iron, steam.  | 1274              | San Francisco to Departure Bay.          | Beach ahead steamer Jean De Fuca. | Stranding; counter currents and dense fog.      |                    | do          | do                     | 60,000            |
| Oct. 12           | Cleopatra.       |      | Buenos Ayres.     | Barque, wood, sail.   | 600               | Quebec to Buenos Ayres.                  | Conway Inlet, north side P.E.I.   | Stranding, had to beach ship to save life.      |                    | Total.      | Total.                 | 6,000 cargo 2,000 |
| do                | Conga.           | 1    | Shelburne         | Schooner, wood, sail. | 196               | Port Mulgrave to St. Johns, Nfld.        | Bayfield, N.S., moored at wharf.  | Sudden gale of wind.                            |                    | Partial.    | Partial.               | 500               |
| Dec. 1            | Catherine.       | 24   | Arichat.          | Schooner, wood, sail. | 61                | St. Peter's, C.B., to Guysboro, N.S.     | Burnt Island, Jauvin Island.      | Stranded; gale parted chain, and driven ashore. |                    | do          | do                     | 200 cargo 110     |

|       |    |                  |       |                           |                           |      |  |   |   |             |                       |
|-------|----|------------------|-------|---------------------------|---------------------------|------|--|---|---|-------------|-----------------------|
| do    | 22 | Cleddu Belle..   | 14    | St. Johns, Nfld.          | Brigantine<br>wood, sail. | 114  | Carboneau, Nfld., to<br>North Sydney.  | Point Aconi .....                       | Mistake, touch-<br>ed ground and<br>hung for 3 hrs.                 | do ..       | 750                   |
| Oct.  | 23 | C. M. Mader..    | 2     | Lunenburg ..              | Schooner,<br>wood, sail.  | 88   | Grace Bay to Liver-<br>pool, N.S.      | Grace Bay .....                         | Strand'g, broke<br>away tug and<br>drifted ashore.                  | do ..       | 1,000                 |
| Dec.  | 12 | Claribel .....   | 14    | Charlottetown<br>P. E. I. | Barque,<br>wood, sail.    | 421  | Charlottetown to Ber-<br>muda.         | Point Prim Reef .....                   | Strand'g; heavy<br>weather and<br>high sea.                         | do ..       |                       |
| Nov.  | 21 | Canadian .....   | 12    | Shelburne ..              | Brigantine<br>wood, sail. | 231  | Port à Prince to Pro-<br>vidence, R.I. | East end of Booty<br>Rock, Bahama.      | Strand'g; thick,<br>squally and<br>unusual sea.                     | Total ..    | 4,600<br>cargo 3,000  |
| Dec.  | 1  | Cétawayo .....   | 11    | Halifax .....             | Schooner,<br>wood, sail.  | 20   | Glace Bay to Gabarous                  | Gabarouse Harbour.                      | Strand'g; gale<br>and unusual                                       | do ..       | 400<br>cargo 300      |
| do    | 12 | Conecut .....    | 12    | Boston .....              | do ..                     | 781  | Sydney, C.B. to New<br>York.           | .....                                   | Met with a suc-<br>cession of<br>heavy gales.                       | Partial..   | 2,000                 |
| Jan.  | 24 | Crown Jewel..    | 22    | St. John .....            | Barque,<br>wood, sail.    | 716  | North Sydney to New<br>York.           | Atlantic Ocean .....                    | Was never<br>heard of after<br>sailing.                             | Total ..    | 10,000<br>cargo 1,920 |
| Dec.  | 26 | Carriek .....    | 13    | do ..                     | Brigantine<br>wood, sail. | 314  | New York to Digby,<br>N.S.             | West Calk Light Vine-<br>yard Haven.    | Heavy gale part<br>ed anchors and<br>went ashore.                   | Partial..   | 5,500                 |
| May   | 15 | Cacouna .....    | 6     | Montreal .....            | Iron, str ..              | 1451 | Montreal to Sydney ..                  | Off St. Denis .....                     | Ran into tug,<br>'McNaughton';<br>Strand'g, pilot<br>mistook lights | .....       |                       |
| do    | 14 | Canopas .....    | 19    | Liverpool, G.B.           | do ..                     | 1818 | Liverpool to Montreal.                 | Reef of Cacouna .....                   | Collision with<br>barque 'Saga'                                     | .....       |                       |
| Sept. | 14 | Champion .....   | 19    | Quebec .....              | Wood,<br>steam, tug       | 90   | Quebec Harbour ..                      | Below Quebec .....                      | .....   | .....       |                       |
| May   | 23 | Chatham .....    | 16    | Louisberg ..              | Barque,<br>wood, sail.    | 700  | Quebec .....                           | Lat. 46° 0'; Long. 30°                  | .....   | 1 Partial.. | 3,470                 |
| Dec.  | 1  | Daniel Marey ..  | ..... | Boston .....              | Schooner,<br>wood, sail.  | 109  | Boston to Port Wil-<br>liams.          | Off Harberville, N.S.                   | Vessel capsized<br>and sunk with<br>all hands.                      | 6 Total ..  | 4,000<br>cargo 500    |
| do    | 20 | Dare .....       | 8     | San Francisco.            | do ..                     | 247  | San Francisco to Ta-<br>coma.          | 4 miles west Carmanah<br>Port.          | Strand'g, gales<br>on lee shore.                                    | do ..       | 5,000                 |
| Aug.  | 24 | D. H. Morris ..  | 14    | Halifax .....             | Barque,<br>wood, sail.    | 1197 | St. Thomas to Great<br>Britain.        | Near St. Thomas, St.<br>Lawrence River. | .....   | .....       |                       |
| Nov.  | 17 | Dominion .....   | 7     | St. Johns, Nfld           | Schooner,<br>wood, sail.  | 73   | Quebec to Carbonear ..                 | Bic Harbour. Fire .....                 | .....   | Total ..    | 1,400<br>cargo 1,000  |
| Dec.  | 1  | E. D. Myra ..... | 12    | Lunenburg ..              | do ..                     | 43   | Cheticamp to Halifax.                  | West side, Port Hood<br>Harbour.        | Strand'g; very<br>heavy gale and<br>high sea.                       | Partial..   | 400                   |
| Oct.  | 28 | Eugenie .....    | 11    | Halifax .....             | Brigantine<br>wood, sail. | 145  | St. Thomas to New<br>York.             | Jones' Inlet Bar, Long<br>Island.       | Strand'g; er-<br>ror in compass<br>and change in<br>Bar.            | Total ..    | 5,000<br>cargo 10,000 |
| Dec.  | 1  | Evangeline ..... | 5     | do .....                  | Schooner,<br>wood, sail.  | 23   | Halifax to Port Hood.                  | West side Port Hood<br>Island.          | Strand'g; gale<br>and high sea.                                     | Partial..   | 200<br>cargo 400      |

## SUPPLEMENT to the Statement of Wrecks and Casualties to Sea-going Vessels, &amp;c.—Continued.

| Date of Casualty. | Name of Vessel.   | Age. | Port of Registry.      | Rig.                   | Register Tonnage. | Port sailed from.<br>Port bound to.     | Place where Casualty happened.       | Nature of Casualty.   | Cause of Casualty. | Lives Lost. | Total or Partial Loss. | Amount.           |
|-------------------|-------------------|------|------------------------|------------------------|-------------------|---|--------------------------------------|---|--------------------|-------------|------------------------|-------------------|
| 1890.             |                   |      |                        |                        |                   |   |                                      |   |                    |             |                        | \$                |
| Dec. 4            | E. B. Newcomb     | 8    | Parrsboro'             | Schooner, wood, sail.  | 91                | Rockland, Me., to Belleau's Cove.       | Machias Harbour, Me.                 | Stranding; storm.   |                    |             | Total                  | 2,290             |
| Oct. 30           | Echo              | 7    | St. John, N. B.        | Brigantine wood, sail. | 354               | Florida to St. John, N. B.              | Vineyard Sound, Mass.                | Stranding; thick mist and could not see buoys.                  |                    |             | Partial                | 700               |
| 28 Dec.           | Elmer E. Harriet. | 25   | Charlottetown P. E. I. | Schooner, wood, sail.  | 41                | Fishing voyage                          | Straits Belleisle.                   | Stranding   |                    |             | Total                  | 600 cargo 2,000   |
| 5 Dec.            | Etna              | 14   | Portland, Me.          | do                     | 297               | St. John to New York.                   | Bliss Harbour, N. B.                 | Stranding; gale; broke anchors.                                 |                    |             | Total                  | 600 cargo 1,400   |
| do                | Euxine            | 30   | Arichat.               | do                     | 38                | Souris to Halifax.                      | Canso Harbour                        | Stranding; gale, driven ashore.                                 |                    |             | Total                  | 200 cargo 200     |
| do                | Emma              | 23   | Victoria               | Steam                  | 25                | Victoria to Nanaimo.                    | Pin Rock, Victoria Harbour.          | Stranding; no buoy or mark.                                     |                    |             | Partial                | 2,000 cargo 1,000 |
| do                | Elizabeth         | 14   | Annapolis              | Schooner, wood, sail.  | 126               | Boston to Port Lorne.                   | Parr's Port, Digby Gut               | Mistayed going out and carried on rocks by eddy.                |                    |             | do                     | 10,000            |
| do                | Eurydice          | 26   | St. John               | Ship, wood, sail.      | 1247              | Liverpool to Pensacola                  | Off Shelburne, N. S.                 | In a gale lost sails and sank.                                  |                    |             | Total                  | 400               |
| do                | Estella           | 6    | Digby                  | Brigantine wood, sail. | 270               | Bear River, N. S., to Bridgeport, N. S. | Northern edge of Stream.             | Heavy gales and cross sea.                                      |                    |             | Partial                | 4,000 cargo 1,517 |
| do                | Edmund            | 11   | do                     | do                     | 149               | St. John to Barbadoes, W. I.            | Atlantic                             | Never heard from after sailing.                                 |                    | 7           | Total                  | 5,000             |
| Dec. 4            | Etta Stewart.     | 18   | St. John               | Barque, wood, sail.    | 786               | Little Glace Bay to St. John.           | Partridge Island Wharf, Basin Minas. | Very much damaged by gale.                                      |                    |             | Partial                | 500 cargo 900     |
| do                | Emerald           | 44   | Lunenburg              | Schooner, wood, sail.  | 27                | Halifax to Blandford.                   | Prospect Basin.                      | Snow storm and gale; parted chain; drove ashore and smashed up. |                    |             | Total                  |                   |

|          |            |                           |       |                           |                           |       |   |  |           |                                |
|----------|------------|---------------------------|-------|---------------------------|---------------------------|-------|---|--|-----------|--------------------------------|
| do       | 8          | Edith ..                  | 18    | Halifax.....              | Brightline<br>wood, sail. | 172   | Demarara to Halifax .. 36° 25' N. Lat.; 73° 30' W. Long.                      | Cut away some<br>spars; gales &<br>shifting cargo.   | Partial.. | 2,500                          |
| Oct.     | 6          | Emerald.....              | 16    | P. E. Island.....         | Schooner,<br>wood, sail.  | 25    | Pictou to Georgetown. Murray Harbour .....                                    | Stranding; gale<br>and thick wea-<br>ther.   | Total ..  | 500                            |
| Dec.     | 2          | Emma Paynt ..             | 18    | Windsor.....              | Barque,<br>wood, sail.    | 846   | Philadelphia to Dun-<br>kirk. Long. 38° 30'; Lat. 58° 40'.                    | Heavy weather.   | Partial.. | 3,500                          |
| Nov.     | 13         | Frank W .....             | 8     | St. John.....             | Schooner,<br>wood, sail.  | 99    | Moncton to Ports-<br>mouth, N.S. Goose Island Ledge,<br>near Jones' Port, Me. | Stranding; ves-<br>sel mistayned.  | do ..     | 100                            |
| Dec.     | 2          | Fearles .....             | 14    | Guernsey.....             | do ..                     | 79    | Gaspé to Lisbon..... Sandy Beach, Gaspé..                                     | Stranding; re-<br>moval of light;<br>loss of buoy.   | do ..     | 1,000                          |
| do       | 2          | Florence C.....           | 5 m.  | Pictou, N.S....           | do ..                     | 97    | Bras d'Or Lake to Bos-<br>ton. 70 m. S. W. from Cape<br>Sable.                | Miscellaneous;<br>vessel set on<br>fire by water   | Total ..  | 5,500<br>cargo 994             |
| do       | 3          | Flying Mist ..            | 23    | Sydney C.B....            | do ..                     | 18    | Richibucto to Char-<br>lottetown. Richibucto Bar .....                        | getting on line  | Total ..  | 500                            |
| do       | 9          | Florence C.....           | ..... | Pictou, N.S....           | do ..                     | ..... | Marble Mountain to<br>Boston. Off Southern coast, N.S.                        | known cur'nts.<br>Miscellaneous;   | do ..     | 40<br>cargo 7,300<br>cargo 650 |
| do       | .....      | Fred. E. Cox..            | 9     | Guysboro'.....            | do ..                     | 145   | New York to Halifax.....  | set on fire by<br>line.<br>During voyage<br>deck swept;<br>sails, &c., car-<br>ried away; had<br>to throw away<br>1,500 bushels<br>corn. | Partial.. | 500<br>cargo 600               |
| Sept.    | 19         | Falcon.....               | 14    | Tonsberg. ....            | Barque,<br>wood, sail.    | 396   | Quebec to Great Britain Quebec Harbour .....                                  | Collided with<br>barque "Mag-<br>nificent,"  | .....     | .....                          |
| Nov.     | 13         | George Wil-<br>liams..... | 13    | Sydney, C.B....           | Schooner,<br>wood, sail.  | 17    | Little Glace Bay to Entrance of Big Bras<br>Whycomagh. d'Or.                  | Collision, and<br>sunk.  | Total ..  | 200<br>cargo 50                |
| Dec.     | 1          | Granada.....              | 33    | Port Hawkes-<br>bury..... | do ..                     | 58    | Laid up in Port<br>Hawkesbury. Port Port Hawkesbury .....                     | Stranding;<br>dragged on<br>shore in gale of<br>wind.  | Partial.. | 100                            |
| do       | 1          | George. ....              | 27    | Halifax.....              | do ..                     | 29    | Canso to New Harbour Coddle's Harbour .....                                   | Stranding; gale<br>of wind; driv-<br>en ashore.  | do ..     | 250<br>cargo 250               |
| do       | 4          | Gondola.....              | 7     | St. John.....             | do ..                     | 186   | Boston to Two Rivers. Inside of Seguin, Me..                                  | Stranding; loss<br>of main sail<br>caused by run<br>on shore.  | Total ..  | 6,000                          |
| June 15  | Flora..... | .....                     | 18    | Quebec.....               | Wood,<br>steam, tug       | 25    | Quebec Harbour .....  | Partially de-<br>stroyed by fire   | Partial.. | 1,000                          |
| Sept. 29 | Falka..... | .....                     | 13    | Christiania.....          | Barque,<br>wood, sail.    | 677   | Murray Bay to Glasgow<br>Tignish, near North<br>Point, P.E.I.                 | All lost. ....   | Total ..  | 10,000<br>cargo 12,000         |



## SUPPLEMENT to the Statement of Wrecks and Casualties to Sea-going Vessels, &amp;c.—Continued.

| Date of Casualty. | Name of Vessel.       | Age.  | Port of Registry. | Rig.                     | Register Tonnage. | Port sailed from.<br>—<br>Port bound to. | Place where Casualty happened.                       | Nature of Casualty.                              | Cause of Casualty. | Lives Lost. | Total or Partial Loss. | Amount.                        |
|-------------------|-----------------------|-------|-------------------|--------------------------|-------------------|--|--|--|--------------------|-------------|------------------------|--------------------------------|
| 1890.             |                       |       |                   |                          |                   |  |  |  |                    |             |                        | \$                             |
| Dec. 13           | Gladys .....          | 8     | St. John .....    | Schooner,<br>wood, sail. | 148               | New York to St. John.                    | 3 m. N. W. Cape Spencer.                             | Heavy gales;<br>leak and lost<br>rails.          | .....              | .....       | Partial..              | 150                            |
| do                | G. Stanley .....      | N'w   | Amherst .....     | do ..                    | 124               | Two Rivers to Boston..                   | Porphyry Point .....                                 | Stranding; gale                                  | .....              | .....       | Total ..               | 8,000<br>cargo                 |
| do                | Gertie .....          | 6 m.  | Parraboro' .....  | do ..                    | 98                | Parraboro' to St. John,<br>N.B.          | Mispec, N.B. ....                                    | Foundered .....                                  | .....              | .....       | do ..                  | 500<br>4,400<br>do             |
| Aug. 18           | Harry W. Lewis .....  | 1     | St. John .....    | do ..                    | 287               | Bristol, Eng., to Sydney,<br>C.B.        | Lat. 42° 31' N.; Long.<br>24° 27' W.                 | Starboard forward rigging<br>ward away.          | .....              | .....       | Partial..              | 200<br>250                     |
| Dec. 1            | Helen M. Crosby ..... | 25    | Port Hawkesbury.  | do ..                    | 64                | Port Hawkesbury ....                     | Port Hawkesbury .....                                | Dragged on shore in gale<br>of wind.             | .....              | .....       | do ..                  | 100                            |
| do                | Hector. ....          | 15    | Arichat .....     | do ..                    | 25                | Charlottetown to Halifax.                | Canso Harbour. ....                                  | Collision with "Lida" and "Lizzie."              | .....              | .....       | do ..                  | 100                            |
| do                | Hyacinthe .....       | ..... | St. John's, Nd.   | do ..                    | 29                | Cow Bay to N. Sydney                     | Little Bras d'Or Reef.                               | Missed light; struck reef & sunk.                | .....              | .....       | Total ..               | 700<br>cargo<br>200            |
| Aug. 6            | Hanna .....           | 18    | Christiania ..... | Barque,<br>wood, sail.   | 955               | Quebec. ....                             | Lon. 48° 46'; Lat. 39°.                              | Collided with iceberg.                           | .....              | .....       | Partial..              | 4,500                          |
| Sept. 19          | Honolulu .....        | 8     | St. John. ....    | Ship,<br>wood, sail.     | 1599              | Philadelphia to Hiogo,<br>Japan.         | Lat. 27° 55' N.; Log.<br>129° 18' E. Loochoo Island. | Caught in violent storm.                         | .....              | .....       | do ..                  | 1,000                          |
| Oct. 25           | Isaac Burpee .....    | 10    | do .....          | do ..                    | 170               | South Amboy, U.S., to<br>St. John, N.B.  | Rattan Bay. ....                                     | Collision with barge.                            | .....              | .....       | do ..                  | 750                            |
| Dec. 1            | Isabella .....        | 13    | Halifax .....     | do ..                    | 109               | Chapaud, P. E. I., to<br>Boston.         | Arichat Harbour ....                                 | Stranding; gale                                  | .....              | .....       | do ..                  | 500<br>600<br>cargo            |
| Aug. 6            | Isabel .....          | 10    | Charlottetown     | Barque,<br>wood, sail.   | 350               | West Indies to Quebec.                   | Quebec Harbour .....                                 | Ran into by str.                                 | .....              | .....       | Total ..               | 10,000                         |
| July 23           | Idaho .....           | 2     | London, Eng..     | Steel,<br>steam.         | 2401              | Montreal to Liverpool.                   | 4 m. S. W. Point Anti-costi.                         | "Nepigon." Stranded on rock not marked on chart. | .....              | .....       | do ..                  | 2,000<br>160,000<br>do 650,000 |

|         |                   |      |                       |                          |  |  |  |          |                     |
|---------|-------------------|------|-----------------------|--------------------------|--|--|--|----------|---------------------|
| Nov. 17 | James Rourke.     | 7    | St. John.             | Schooner,<br>wood, sail. | 85 Quaco, N. B., to Rock-<br>land, Me.   | Fownes' Beach, Bay of Fundy.                             | heavy sea and<br>wind.   | Partial. | 600<br>20           |
| Dec. 1  | James Davis.      | 8    | Halifax.              | do                       | 47 Cape Canso to Sum-<br>merside, P.E.I. | 3 m. W. of Tony River,<br>Pictou Cove.                   | Stranding; gale  | do       | 700                 |
| do      | 1 Jessie.         | 7    | Lunenburg.            | do                       | 40 Halifax to Sydney, C.B.               | Sydney Harbour.  | Broke from an-<br>chor in gale &<br>ran down on<br>steam'r "Cape<br>Breton." | do       | 200                 |
| do      | 1 J. W. Durant.   | 4 m. | Parrsboro'.           | do                       | 147 Shulie, N.S., to Bar-<br>badocs.     | Shulie, N.S.   | Stranded; gale.  | Total    | 8,000               |
| do      | J. P. Ames.       | 3    | Moncton.              | Schooner,<br>wood, sail. | 86 Lying at wharf, Monc-<br>ton.         | Moncton.   | Settled in mud;<br>upset and be-<br>came a total<br>wreck.                   | Total    | 2,500               |
| Dec. 1  | James Ryan.       | 8    | Port Medway.          | do                       | 48 Arichat to Halifax.                   | Canso Harbour.   | Stranding.   | Partial. | 100                 |
| do      | 1 Jewel.          | 14   | Lunenburg.            | do                       | 52 Georgetown to Lunen-<br>burg.         | Crow Harbour.  | Stranding.   | do       | 300                 |
| Nov. 7  | Jacques.          | 6    | Yarmouth.             | do                       | 58 Mount Stewart to Hali-<br>fax.        | Middle Ground, West<br>Passage, Marie Jos-<br>eph.       | do   | do       | 500<br>550          |
| 22 June | 18 Johanne.       | 30   | Holmstrand.           | Barque,<br>wood, sail.   | 1168 Quebec Harbour.                     | Quebec Harbour.  | Collision with<br>barque "Val-<br>borg" during<br>storm.                     | do       | 600                 |
| Aug. 8  | L. H. Davies.     | 10   | Charlottetown.        | Schooner,<br>wood, sail. | 33 Pictou to Charlotte-<br>town.         | 5 miles west of Cariboo<br>Island Light.                 | Mainmast car-<br>ried away.  | do       | 250                 |
| Nov. 14 | Lawrence.         | 2    | Lunenburg.            | do                       | 87 Lunenburg to Prince<br>Edward Island. | McPherson's ferry, str.<br>"Canso".                      | Stranding.   | do       | 100                 |
| Oct. 8  | Leticia May.      | 9    | do                    | do                       | 41 Whitehead, fishing.                   | Rocky ledge, 3 m. W.<br>from "White" Head<br>Lighthouse. | Stranding.   | Total    | 700                 |
| Nov. 6  | Lady Key.         | 13   | Halifax.              | do                       | 31 Jeddore to Port Haw-<br>kesbury.      | 150 yds. S. S. W. from<br>White Head Light-<br>house.    | do   | do       | 600<br>747          |
| Dec. 1  | Lelia Linwood.    | 20   | Port Hawkes-<br>bury. | do                       | 64 Laid up at Port Haw-<br>kesbury.      | Port Hawkesbury.   | do   | Partial. | 200                 |
| do      | 4 Laura Victoria. | 2    | Arichat.              | do                       | 39 Halifax to Descousse.                 | Lower Descousse Beach                                    | do   | do       | 200                 |
| do      | 1 Lida & Lizzie.  | 24   | do                    | do                       | 56 Descousse to Halifax.                 | South side Canso Har-<br>bour.                           | do   | do       | 300                 |
| do      | 3 L. Edna.        | 14   | St. John.             | do                       | 68 St. John, N.B., to<br>Quaco.          | Mouth St. John Har-<br>bour.                             | do   | do       | cargo, 1,200<br>400 |
| Oct. 12 | Lord Mayo.        | 18   | Halifax.              | do                       | 97 Calais, Maine, to<br>Parrsboro'.      | Entrance to Parrsboro'<br>River.                         | do   | Total    | 1,000<br>cargo, 300 |

## SUPPLEMENT to the Statement of Wrecks and Casualties to Sea-going Vessels, &amp;c.—Continued.

| Date of Casualty. | Name of Vessel.    | Age. | Port of Registry. | Rig.                   | Register Tonnage. | Port sailed from.<br>Port bound to.     | Place where Casualty happened.                   | Nature of Casualty.                                    | Cause of Casualty. | Lives Lost. | Total or Partial Loss. | Amount.            |
|-------------------|--------------------|------|-------------------|------------------------|-------------------|---|--|--|--------------------|-------------|------------------------|--------------------|
| 1890.             |                    |      |                   |                        |                   |   |  |  |                    |             |                        | \$                 |
| Dec. 28           | Lulu.....          | 17   | Boston, Mass.     | Schooner, wood, sail.  | 450               | Windsor to New York.                    | Machia's Seal Island, bearing N. N. E. 28 miles. |  | Gale.....          |             | Trifling.              |                    |
| do                | 1 Little Annie..   | 12   | Digby ..          | do ..                  | 27                | Tiverton, P.E.I., to Halifax.           | McNab's Island, Halifax Harbour.                 | Parted chains and ran ashore to save cargo and vessel. |                    |             |                        |                    |
| Aug. 6            | Lake Nepigon.      | 15   | Montreal.....     | Iron, str.             | 2207              | Liverpool to Quebec...                  | Quebec Harbour .....                             | Ran into "Isabel."                                     |                    |             |                        |                    |
| do                | Lizzie.....        | 29   | Ottawa .....      | Wood, str.             | 2                 | Quebec Harbour.....                     | do .....   | Damaged by fire.                                       |                    |             | Partial.               | 1,500              |
| Oct. —            | L. & S. . . .      | 10   | Halifax. . .      | Schooner, wood, sail.  | 65                | Cow Bay to Halifax...                   | Near Scattarie Island, C.B.                      | Struck by squall and carried away foremast             |                    |             | do ..                  | 100                |
| Dec 1             | Lady Franklin      | 30   | St. John's, Nfld  | do ..                  | 63                | Anigonish from Halifax.                 | Meagher's Beach .....                            | Stranding.....   | Hurricane.....     |             | Total ..               | 1,400 cargo, 2,000 |
| do                | Lantana .....      | 6    | Charlottetown     | Brig'tine, wood, sail. | 240               | New York to St. Mary's Bay, Nfld.       | Shag Rock, St. Mary's Bay, Nfld.                 | Wreck found on shore.                                  |                    | 8           | do ..                  | 6,000              |
| do                | Laura A. Smith     | 4    | Lunenburg ..      | Schooner, wood, sail.  | 96                | Jamaica to Lunenburg.                   | Lat. 30° 20' N., Long. 70° W.                    | A band oned, and vessel capsized.                      |                    |             | do ..                  | 1,600 cargo, 4,000 |
| do —              | Leonora B. Winter. | 2    | do ..             | do ..                  | 87                | Boston, Mass., to Lunenburg.            | Atlantic.....                                    | Not heard from after sailing.                          |                    | 7           | do ..                  | 5,000 cargo, 4,000 |
| May 19            | Laurel .....       | 20   | Windsor.....      | do ..                  | 42                | Rockland to St. John, N.B.              | Sudsey Point, Apple River, N.S.                  | Fog-alarm not in operation.                            |                    |             | Partial.               | 400 cargo, 100     |
| Nov. 4            | Lorraine.....      | 14   | Lunenburg ..      | do ..                  | 68                | Quebec Harbour to Harbour Breton, Nfld. | Lark Island Reef .....                           | Mistook red light for gas buoy.                        |                    |             | do ..                  | 2,000 cargo, 500   |
| .....             | Loreto .....       | 39   | St. Andrew's..    | do ..                  | 12                | .....                                   | Wrecked on (Grand Manan several years since.     |  |                    |             |                        |                    |
| Nov. 6            | Margaret Ann       | 10   | Pictou.....       | do ..                  | 53                | Tatamagouche to Little Glace Bay.       | Black Pt., Little Harbour, Pictou Cove.          | Stranding.....   |                    |             | Partial.               | 500                |



SUPPLEMENT to the Statement of Wrecks and Casualties to Sea-going Vessels, &c.—*Continued.*

| Date of Casualty. | Name of Vessel.     | Age. | Port of Registry. | Rig.                  | Registered Tonnage. | Port sailed from.<br>—<br>Port bound to. | Place where Casualty happened.             | Nature of Casualty.                            | Cause of Casualties. | Live Lost. | Total or Partial Loss. | Amount.           |
|-------------------|---------------------|------|-------------------|-----------------------|---------------------|--|--|--|----------------------|------------|------------------------|-------------------|
| 1890.             |                     |      |                   |                       |                     |  |  |  |                      |            |                        | \$                |
| May 15            | McNaughton.         | 4    | Montreal          | Tug, wood, steam.     | 50                  | Quebec Harbour                           | Off St. Denis                              |  |                      |            | Partial.               | 3,000             |
| Nov. 1            | Margaret.           | 27   | do                | do                    | 36                  | Winter quarter                           | Louise Basin                               | Fire   |                      |            | Total.                 | 4,000             |
| do 17             | Marie Vigiliante.   | 11   | Quebec            | Schooner, wood, sail. | 114                 | North Shore to Quebec                    | Pentecost                                  | Disasted by gale.                              |                      |            | Partial.               | 500               |
| May 21            | Martha              | 27   | Frederikstad      | Barque, wood, sail.   | 256                 | Christiania to Quebec                    | Cod Roy, Nfld.                             | Stranded; broken to pieces.                    |                      |            | Total.                 | 2,560             |
| Sept. 8           | Mary Graham.        | 13   | Maryport          | do                    | 676                 | Quebec to Newcastle                      | Garganelle, near Point Riche.              | Stranded; light having been destroyed by fire. |                      |            | do                     | 15,000            |
| Oct. 7            | Mary Jane           | 41   | Halifax           | Schooner, wood, sail. | 44                  | Pictou to Miramichi                      | North reef of Cape Jourmain.               | Driven ashore in a gale, all lost.             |                      |            | do                     | 500 cargo 300     |
| Nov. 6            | Minister of Marine. | 17   | St. John, N.B.    | Ship, w'd, sail.      | 1648                | Manila to New York                       | During voyage                              | Sprung a leak, rudder damaged.                 |                      | 3          | Partial.               | 1,650             |
| Oct. 14           | Michigan            | 3    | London            | Iron, str.            | 1939                | Middleborough to Montreal.               | Lake St. Peter.                            | Collision                                      |                      |            |                        | Unknown.          |
| Dec. 17           | Mabel               | 8    | Digby             | Schooner, wood, sail. | 38                  | Westport, N.S., to St. John, N.B.        | Roving Bull Harbour.                       |  |                      |            | Partial.               | 1,000 cargo 1,100 |
| do 15             | Mary Stevens        | 31   | Arichat           | do                    | 31                  | Halifax to Arichat                       | Edge Island, coast N.S.                    | Collision with unkn vessel.                    |                      |            | do                     | 500 cargo 200     |
| do 1              | Nettie M. G.        | 1    | Halifax           | do                    | 32                  | Halifax to Souris, P.E.I.                | do   | Collision                                      |                      |            | do                     | 200               |
| do 8              | Nettie M. G.        | 1½   | do                | do                    | 32                  | White Head to Souris, P.E.I.             | do   | Stranding gale.                                |                      |            | do                     | 300               |
| do 9              | Newfield            | 19   | Ottawa            | Schooner, iron, str.  | 502                 | Westport to Cape Sable.                  | 6 miles W. S. W. from Pease's Island Light | Explosion                                      |                      | 3          | do                     | 3,000             |
| do 1              | Native Lass         | 1    | Sydney            | Schooner, wood, sail. | 68                  | North Sydney to Halifax.                 | St. Andrew Channel                         | Stranding; gale                                |                      |            | do                     | 500 cargo 300     |
| do 27             | Nellie B            | 2    | Lunenburg         | do                    | 87                  | Glouce Bay                               | Rabbie Island, Chedabucto Bay.             | do   |                      |            | Total.                 | 3,000 cargo 200   |

| do      | 24 Nimble.....  | 27    | Halifax.....    | do                     | 44   | Arichat to Halifax....            | Cape August.....                                    | Snow storm, struck and sunk.                   | do       | 1,000 cargo 3,000 |
|---------|-----------------|-------|-----------------|------------------------|------|-----------------------------------|---|--|----------|-------------------|
| Sept. 4 | Nellie Pickup.  | 1     | Annapolis.      | do                     | 150  | Cienfuegos to Jamaica.            | .....   | Vessel capsized on voyage.                     | do       | 8,000             |
| Dec. 13 | Nellie Watters  | 3     | St. John.       | do                     | 96   | Portland to Boston.               | 20 miles from Boston Harbour.                       | Lost some sails, &c.; gale.                    | do       | 560 cargo         |
| May 2   | Noree King..... | 2 m.  | London          | Steel, str.            | 1935 | Antwerp to Montreal.              | Lat. 48° 13' N.; Long. 49° 15' W.                   | Struck iceberg.                                | Partial. | .....             |
| .....   | Norwood.....    | 16    | Christiania     | Ship, w'd, sail.       | 1587 | Greenock to Quebec.               | Gulf of St. Lawrence.                               | .....  | Total.   | 20,000            |
| .....   | Nimrod.....     | ..... | Germany.        | do                     | 695  | Pictou to Liverpool, G.B.         | .....   | Never heard of after sailing.                  | do       | 15,000            |
| Nov. 6  | Olive J.....    | 9     | Halifax.....    | do                     | 57   | Port Hawkesbury                   | Grand River Harbour.                                | Collision with schr. "Nora B. Winter."         | Partial. | 4,483 cargo 125   |
| Oct. 28 | Oregon.....     | 7     | Liverpool, G.B. | Schooner, iron.        | 2273 | Liverpool to Quebec and Montreal. | ½ m. N. E. by E., ½ m. Unknown shoal stranded.      | .....  | .....    | .....             |
| Aug. 25 | Omega.....      | 37    | Halifax.        | Schooner, wood, sail   | 55   | Buctouche to Pictou.              | E., Louise Basin. Off Cocagne.                      | Upset from carrying too heavy deck load.       | Partial. | 100 cargo 100     |
| Dec. 1  | Ottawa.....     | 24    | Yarmouth.....   | do                     | 54   | Cocagne to Pictou.                | Port Hawkesbury.                                    | Dragg'd anchor in gale and went ashore.        | do       | 300               |
| do      | Onward.....     | 20    | Charlottetown   | do                     | 52   | Boston to Charlotte town.         | About 30 m. E. by N. from Little Hope Island Light. | Gale of wind; sails, &c. carried away.         | do       | 150               |
| do      | Omega.....      | 35    | Halifax.....    | do                     | 55   | Buctouche to Pictou.              | Off Cocagne Bar.                                    | Sprung a leak; overboarded.                    | Total.   | 400 cargo 200     |
| do      | Oakdone.....    | 6     | Sunderland      | Bright'ning iron, str. | 1086 | Halifax to N. Sydney.             | Sydney Harbour.                                     | Gale.  | Partial. | .....             |
| do      | Ocean Bride.    | 9     | Lunenburg       | Schooner, wood, sail   | 20   | Murray Harbour to Port Medway.    | Carrigan Pier, Guysboro County.                     | Stranded; gale.                                | Total.   | 500 cargo 250     |
| do      | Oceola.....     | 7     | Halifax         | do                     | 83   | Halifax to Glace Bay.             | Gabarusse Harbour.                                  | Heavy storm; parted chains and drifted ashore. | do       | 2,000             |
| Nov. 21 | On Time.....    | 6     | Liverpool.      | do                     | 124  | Colon to Halifax                  | S. E. end of Grand Cayman, Caribbean Sea.           | Heavy gale and leaking.                        | do       | 4,500 cargo 2,000 |
| Oct. 14 | Ocean King      | 12    | Glasgow         | Iron, str.             | 1623 | Antwerp to Quebec.                | Lake St. Peters.                                    | Collision.                                     | .....    | Unknown.          |
| do      | Oregon.....     | 8     | Liverpool       | do                     | 2407 | Liverpool to Quebec.              | Beausport Flats.                                    | Fault of pilot.                                | .....    | do                |
| Dec. 4  | Prescott.....   | 9     | St. John.       | Schooner, wood, sail   | 72   | St. John to Boston                | Head of Bay of Fundy                                | Foundered.                                     | Partial. | 210               |
| Oct. 29 | Pioneer.....    | 14    | Arichat.        | do                     | 32   | Shediac to Pt. Hawkesbury.        | Near Cape Jock.                                     | Split sails and was driven ashore by storm.    | do       | 150 cargo 60      |
| Nov. 10 | Pearl.....      | 9     | Windsor.....    | do                     | 136  | Sanbeas coast, N. Y.              | Atlantic Ocean.                                     | Lost sails, &c.                                | do       | 1,000             |

## SUPPLEMENT to the Statement of Wrecks and Casualties to Sea-going Vessels, &amp;c.—Continued.

| Date of Casualty. | Name of Vessel. | Age.  | Port of Registry.    | Rig.                  | Register Tonnage. | Port sailed from.<br>—<br>Port bound to. | Place where Casualty happened.                       | Nature of Casualty.                                | Cause of Casualty. | Lives Lost. | Total or Partial Loss. | Amount.              |
|-------------------|-----------------|-------|----------------------|-----------------------|-------------------|--|--|--|--------------------|-------------|------------------------|----------------------|
| 1890.             |                 |       |                      |                       |                   |  |  |  |                    |             |                        |                      |
| Dec. 11           | Plymouth Rock.  | ..... | Gloucester, Mass.    | Schooner, wood, sail. | 92                | Gloucester, fishing.                     | South end Blanche Island.                            | Gale   | .....              | .....       | Partial..              | \$ 3,000 cargo       |
| do 12             | Peeress         | 13    | Hamilton,            | Brightine wood, sail  | 239               | Santa Fe to Falmouth.                    | .....  | Sprung a leak and abandoned.                       | .....              | .....       | Total...               | 2,000 cargo<br>3,500 |
| Oct. 5            | Palma           | 16    | Quebec.              | Schooner, wood, sail  | 54                | Newfoundland to Anticosti.               | Cape James, Anticosti.                               | Hurricane; stranded.                               | .....              | .....       | do ..                  | 600                  |
| June 18           | Plymouth        | 16    | St. John, Nfld       | Brightine wood, sail  | 198               | Montreal to St. John, Nfld.              | Richelieu Lighthouse.                                | Sudden change of wind; stranded.                   | .....              | .....       | Partial..              | 1,000                |
| Nov. 8            | Rival           | 17    | Halifax.             | Schooner, wood, sail  | 31                | Halifax to Glace Bay.                    | Simond's Point, Gaborouse Bay.                       | Carried away sail and drove on shore in a gale.    | .....              | .....       | Total...               | 650                  |
| Dec. 13           | Reaper          | 10    | St. John             | do ..                 | 124               | Joggins to Vineyard Haven.               | 10 m. south of Island of Shoals.                     | Heavy sea; vessel sprung a leak.                   | .....              | .....       | Partial..              | 1,500 cargo<br>680   |
| Sept. 26          | Rattler         | 1     | Liverpool, N.S       | do ..                 | 13                | Liverpool to Port Herbert.               | E. side of entrance, Pt. Herbert Harbour.            | Missed and ran on rocks.                           | .....              | .....       | Total...               | 600 cargo<br>200     |
| Dec. 28           | Roulette        | ..... | Boston               | do ..                 | 79                | Boston, fishing.                         | Forbes Point, Liverpool, Eng.                        | Gale; stranded                                     | .....              | .....       | Partial..              | 1,500 cargo          |
| Aug. 25           | Resolve         | 20    | Sandejeford.         | Barqu'ine wood, sail  | 398               | Quebec to Liverpool, Eng.                | Cod Roy, Nfld.                                       | Stranded   | .....              | .....       | Total...               | 5,000 cargo<br>3,000 |
| Oct. 12           | Restive         | 7     | Charlottetown P.E.I. | Schooner, wood, sail  | 71                | Baie des Chaleurs to Summerside, P.E.I.  | Off Lot 7, P.E.I.                                    | Terrible storm.                                    | .....              | 1           | Partial..              | 150 cargo<br>30      |
| Nov. 13           | Scylla          | 7     | Port Hawkesbury.     | do ..                 | 102               | Crip-paud to Boston                      | 8 or 9 m. S.E. of Cape George, Pictou Co.            | Ran into by str. "Alert."                          | .....              | .....       | Total...               | 5,000 cargo<br>1,500 |
| Oct. 17           | Spy             | 15    | Charlottetown        | do ..                 | 18                | Alberton to Chatham, N.B.                | Between North Cape, P.E.I., and Port Es-cummac, N.B. | Vessel not heard of after leaving Alberton, P.E.I. | .....              | 3           | do ..                  | 200 cargo<br>100     |
| Dec. 1            | S. G. Irwin     | 13    | Arichat.             | do ..                 | 71                | Halifax to Descousses.                   | Poullamond Harbour, Leunox Passage.                  | Dragged anchor in gale and went ashore.            | .....              | .....       | Partial..              | 1,500 cargo<br>200   |

|          |                      |                     |                        |                                       |   |  |            |                    |
|----------|----------------------|---------------------|------------------------|---------------------------------------|---|--|------------|--------------------|
| Oct. 6   | Sinkia .....         | Norway .....        | Barque, wood, sail     | 675 Shediac to Liverpool, G.B.        | Shediac Breakwater ...                        | Dragged ashore, and collected with breakwater.       | do ..      | 2,000              |
| Nov. 10a | 8 Snow Bird .....    | 19 St. John, Nfld   | Schooner, wood, sail   | 77 Labrador to Boston...              | Beaktoe Bay, Labrador.                        | Shipped ashore and was driven ashore.                | do ..      | 700 cargo 2,000    |
| Dec. 1   | 1 Suia Pearl .....   | 3 St. John, N.B.    | do ..                  | 74 Rockland, Me., to St. John, N.B.   | Off Partridge Island, mouth St. John Harbour. | Lost ashore in a gale.                               | do ..      | 300                |
| do       | 1 Sea Slipper .....  | 23 Lunenburg .....  | do ..                  | 41 North Sydney to Des couse.         | Lower Des couse Beach                         | Dragged anchor and went ashore in storm              | do ..      | 100                |
| Nov. 20  | 2 Second .....       | 9 Parrsboro' .....  | do ..                  | 47 St. John to Parrsboro'.            | Eatonville River, N.S.                        | Caught on bar, rolled over and burnt up.             | Total ..   | 700 cargo 900      |
| Oct. 29  | 2 Saxon .....        | 8 Lunenburg .....   | do ..                  | 79 Halifax to Gabarouse.              | Gabarouse Harbour ..                          | Stranding; gale                                      | Partial .. | 460                |
| Dec. 2   | 2 Sunbeam .....      | 18 Halifax .....    | do ..                  | 68 Sydney to Halifax ..               | Doover's Cove Ledge.                          | Parted chains; ran ashore in a gale.                 | Total ..   | 1,400 cargo 160    |
| do       | 27 Saidia ..         | 10 Liverpool .....  | Brightine wood, sail   | 154 St. Blaise to New York            | Gulf of Darin .....                           | Condemned at Colon; heavy gale; leak and lost sail.  | do ..      | 5,000 cargo 1,560  |
| do       | 19 Sarah .....       | 12 St. John, N.B.   | Schooner, wood, sail   | 117 Fall, Mass. to St. John, N.B.     | Camp Island, Maine ..                         | Heavy storm; stranded.                               | do ..      | 2,500              |
| Dec. 1   | 1 Sunbeam .....      | 14 Halifax .....    | do ..                  | 68 St. Peter's to Halifax.            | Dever's Cove Ledge.                           | Heavy storm; stranded.                               | Total ..   | 1,800              |
| Oct. 10  | 1 Silver Dart .....  | do ..               | do ..                  | 30 Georgetown to Halifax.             | Murray Harbour Bar ..                         | Stranding; gale.                                     | do ..      | 925                |
| Dec. 15  | 1 Sarah A. Townsend. | 6 do ..             | do ..                  | 147 Sydney to Halifax ..              | St. by E. from Wedge Island, 6 miles.         | Collision with schr. "Mary A. Stevens."              | Partial .. | 980                |
| Sept. 14 | 1 Saga .....         | 21 Liverpool, G.B.  | Barque, wood, sail.    | 499 ----- to Quebec.                  | Below Quebec.                                 | Collision with tug "Champion," which had her in tow. | do ..      | 180                |
| Dec. 15  | 1 Speedwell .....    | 7 St. John .....    | Schooner, wood, sail.  | 82 St. John to Boston.                | Petit Manan Bar .....                         | Stranding; error of judgment.                        | do ..      | 400                |
| April 12 | 1 St. Joseph .....   | 15 France .....     | Brigantine wood, sail. | 187 .....                             | St. Pierre Miquelon ..                        | Vessel stranded in fog; captain drowned.             | 1 Total .. | 3,000              |
| Nov. 8   | 1 Souvenir .....     | 7 Quebec .....      | Schooner, wood, sail.  | 19 Anchored at Seven Islands Harbour. | Seven Islands Harbour                         | Dismasted in gale.                                   | Partial .. | 100                |
| Dec. —   | 1 Silver Sea .....   | 13 St. John's, Nfld | Brigantine wood, sail. | 177 .....                             | Point Aconi, C.B.                             | Stranding; not injured.                              | do ..      | 1,500 cargo, 1,050 |
| Oct. 27  | 1 True .....         | 26 St. John, N.B.   | Schooner, wood, sail.  | 60 St. John, N.B., to Joggins, N.S.   | Off Cape Maringum, Bay of Fundy.              | Struck on sand-bar.                                  | Total ..   | 1,500 cargo, 1,050 |



## SUPPLEMENT to the Statement of Wrecks and Casualties to Sea-going Vessels, &amp;c.—Continued.

| Date of Casualty. | Name of Vessel.   | Age. | Port of Registry. | Rig.                    | Register Tonnage. | Port sailed from.<br>—<br>Port bound to. | Place where Casualty happened.         | Nature of Casualty.                         | Cause of Casualty. | Lives Lost. | Total or Partial Loss. | Amount.             |
|-------------------|-------------------|------|-------------------|-------------------------|-------------------|--|--|---|--------------------|-------------|------------------------|---------------------|
| 1890.             |                   |      |                   |                         |                   |  |  |   |                    |             |                        |                     |
| April 21          | Trafack .....     | 15   | Annapolis .....   | Schooner, wood, sail.   | 41                | Musquash to Rockland, Me.                | Little Musquash Harbour.               | Stranded.                                   | .....              | .....       | Total ..               | \$ 250              |
| Dec. 1            | Trial .....       | 8    | Halifax .....     | do ..                   | 13                | Laid up in Margaree Harbour.             | Margaree Harbour.                      | Driven ashore, and became a total wreck.    | .....              | .....       | do ..                  | 50 cargo, 250       |
| do 21             | Trygae .....      | 18   | Turk's Island.    | Brigantine, wood, sail. | 221               | New York to St. John, N.H.               | Mouth St. John Harbour.                | Stranded.                                   | .....              | .....       | Partial.               | 1,500 cargo, 750    |
| Nov. —            | Tay .....         | 3    | St. John .....    | Schooner, wood, sail.   | 124               | St. John to New York                     | New York.                              | Fire.                                       | .....              | .....       | do ..                  | 3,000 cargo, 1,000  |
| Dec. 18           | Topsy .....       | 1    | Montreal .....    | Barque, wood, sail.     | 658               | Kingston, Jamaica, to Cayman Island.     | Cayman Brae.                           | Went to pieces in gale.                     | .....              | 6           | Total ..               | 30,000 cargo, 1,000 |
| May 27            | Terpetchore ..... | 34   | Sandyford .....   | do ..                   | 1188              | Quebec to Liverpool.                     | Louise Basin.                          | Tow-line broke and vessel struck pier head. | .....              | .....       | Partial.               | 1,900               |
| July 20           | Thornholme ..     | 9    | Maryport .....    | Schr., iron, steam.     | 1116              | Great Britain to Quebec.                 | Barrel's Ledge.                        | Pilot mistook light.                        | .....              | .....       | Total ..               | 80,000              |
| Aug. 10           | Udaire .....      | 21   | Stavanger .....   | Barque, wood, sail.     | 416               | Quebec to ———                            | Red Island Reef.                       | Mistake of pilot.                           | .....              | .....       | Partial.               | 3,500               |
| Oct. 12           | Victor .....      | 35   | Sweden .....      | do ..                   | 359               | Baie Verte to Exeter.                    | Great Shemogue Harbour.                | Driven on bar, became a total wreck.        | .....              | .....       | Total ..               | 3,000               |
| Dec. 1            | Vergesco .....    | 6    | Halifax .....     | Schooner, wood, sail.   | 57                | Hawkesbury to St. John's, Nfld.          | Lower Descouse Beach, St. Peter's Bay. | Driven ashore in a gale.                    | .....              | .....       | Partial.               | 500 cargo, 800      |
| do 1              | Veritas .....     | 13   | Liverpool, N.S.   | do ..                   | 111               | Sydney to Arichat ..                     | Chrichton's Island.                    | Dragged anchor and stranded.                | .....              | .....       | do ..                  | 100                 |
| Aug. 27           | Vancouver ..      | 6    | Liverpool, G.B.   | Iron, str.              | 5141              | Liverpool to Quebec.                     | Straits of Belle Isle.                 | Collided with an iceberg.                   | .....              | .....       | do ..                  | .....               |
| June 18           | Valborg .....     | 26   | Sarpeburgh ..     | Barque, wood, sail.     | 1025              | Quebec Harbour ..                        | Ballast Ground.                        | In collision with barque "Jo-hanne."        | .....              | .....       | do ..                  | 1,000               |
| Dec. 8            | Village Bell ..   | ...  | St. Andrews.      | Schooner, wood, sail.   | 12                | .....                                    | .....                                  | Wrecked on Grand Manan.                     | .....              | .....       | .....                  | .....               |

|      |    |                |    |                 |                 |      |                                 |  |         |            |
|------|----|----------------|----|-----------------|-----------------|------|---------------------------------|--|---------|------------|
| do   | 1  | Wallace        | 18 | Pugwash, N.S.   | do              | 59   | Laid up at Pt. Hawkesbury       | Capized and collided with a wreck.     | Total   | 350        |
| Nov. | 1  | W. J. Christie | 6  | Sydney, C.B.    | do              | 77   | Cow Bay to St. Pierre Miquelon. | Driven ashore in a gale.               | do      | 2,500      |
| Dec. | 13 | Warrior        | 6  | Pictou          | do              | 52   | Pictou to Cow Bay               | Stranding; gale.                       | do      | cargo, 200 |
| Nov. | 29 | W. E. Young    | 8  | Lunenburg       | do              | 92   | Halifax to Glace Bay            | do                                     | do      | 600        |
| Dec. | 27 | W. E. Weir     | 19 | Arichat         | do              | 41   | Halifax to Descouse             | Stranding; gale; dragged both anchors. | Total   | cargo, 200 |
| do   | 20 | Willie B.      | 14 | Liverpool, N.S. | do              | 38   | Souris to Guysboro'             | Stranding; gale; dragged both anchors. | Partial | 2,500      |
| June | 8  | Warwick        | 8  | Bristol         | Steel, str.     | 2027 | London to Quebec                | Stranding; gale; dragged anchors.      | do      | 1,000      |
| do   | 24 | William        | 30 | Quebec          | Steaming, wood. | 86   | Quebec to Lower Lawrence.       | Grand shaft broken. Stranded and sunk. | Total   | 3,600      |

## STATEMENT of Wrecks and Casualties reported as having occurred in Canadian Inland Waters.

| Date of Casualty. | Name of Vessel.      | Age. | Port of Registry. | Rig.                   | Register Tonnage. | Port sailed from.<br>—<br>Port bound to. | Place where Casualty happened. | Nature of Casualty.  | Cause of Casualty. | Lives Lost. | Total or Partial Loss. | Amount.   |
|-------------------|----------------------|------|-------------------|------------------------|-------------------|--|--------------------------------|--|--------------------|-------------|------------------------|-----------|
| 1890.             |                      |      |                   |                        |                   |  |                                |  |                    |             |                        |           |
| May 1             | Canada.....          | 21   | Montreal.....     | Steamer, wood.         | 1167              | Quebec to Montreal...                    | Opposite Champlain...          | Piston rod broke during heavy gale.  | .....              | .....       | Partial..              | \$ 225    |
| do                | City of Detroit..... |      | Detroit.....      | Steamer, iron.         | 1324              | Detroit to Cleveland...                  | Douglas Dock, Detroit River.   | Gale of wind and bad steering.   | .....              | .....       | do ..                  | 10,000    |
| do                | Eleanor.....         | 25   | Kingston.....     | Tug, wood, steam.      | 7                 | Oswego to Kingston...                    | 4 miles S. by W. of Pigeon Lt. | Strung a leak and sunk.  | .....              | .....       | Total ..               | 3,000     |
| .....             | Milwaukee.....       |      | Buffalo.....      | Iron, steam.           | 2000              | Detroit to Buffalo....                   | Kiln Crossing, Detroit River.  | Fearing collision with star.   | .....              | .....       | Partial..              | 2,000     |
|                   |                      |      |                   |                        |                   |  |                                | Northern, backed on shore and damaged.                                     | .....              | .....       | .....                  | cargo 200 |
| June 22           | John Hanlan.....     | 8    | Toronto.....      | Wood, steam, schooner. | 2613              | Toronto to Toronto Island.               | Yonge St. Wharf, Toronto.      | Smr. Corican backed into the J. H.   | .....              | .....       | Trifling.              |           |
| July 2            | Ocean.....           | 19   | St. Catharines do | do                     | 454               | Kingston to Toronto...                   | Rose Bank, Lake Ontario.       | Error in compass.  | .....              | .....       | Partial..              | 1,500     |
| .....             | Churchill Rr....     | 5    | Winnipeg.....     | Barge, wood.           |                   | Fisher Bay to Selkirk.                   | Mouth of Red River...          | Boat-rigger and became unmanageable.                                       | .....              | .....       | do ..                  | 2,500     |
| .....             | Grand Rapida....     | 9    | do .....          | do                     |                   | do ..                                    | Off Elk Island, Lake Winnipeg. | Tow-post of barge was torn out.  | .....              | .....       | .....                  | 4,000     |
| .....             | J. G. Worth.....     |      | Toronto.....      | Schooner, wood, sail.  | 389               |  |                                | Vessel was hove down on Burlington Beach and sustained very slight damage. | .....              | .....       | .....                  |           |

STATEMENT of Wrecks and Casualties to Canadian Inland Vessels and Foreign Vessels in Canadian Inland Waters during the calendar year 1891.

| Date of Casualty. | Name of Vessel.           | Age. | Port of Registry.     | Rig.                          | Register Tonnage. | Port sailed from.<br>—<br>Port bound to.           | Place where Casualty happened.      | Nature of Casualty.         | Cause of Casualty. | Lives Lost. | Total or Partial Loss. | Amount.            |
|-------------------|---------------------------|------|-----------------------|-------------------------------|-------------------|--|-------------------------------------|-----------------------------|--------------------|-------------|------------------------|--------------------|
| 1891.             | Athabasca.....            | 8    | Montreal.....         | Schooner,<br>Steel,<br>steam. | 2268              | Owen Sound to Fort St. Mary's River...<br>William. |                                     | No particulars.             |                    |             |                        | \$                 |
| Sept. 5           | J. E. Gilmor.....         |      | American ves-<br>sel. |                               |                   | Cleveland, U. S., to<br>Portage.                   |                                     | Sprung a leak.              |                    |             |                        |                    |
|                   | Interocean.....           | 2    | Collingwood.....      | Wood,<br>steam.               | 98                | Sarnia.....  | Johnson's Dock, Wal-<br>laceburg.   |                             |                    |             | Partial.               | 4,000              |
|                   | Lewis Hotch-<br>kiss..... | 20   | Toronto.....          | Schooner,<br>wood, sail.      | 1001              | Muskoka Mills to Buf-<br>falo, N. Y.               | 20 to 25 miles west of<br>Goderich. | Heavy weather.              |                    |             | Total                  | 7,944              |
|                   | Twilight.....             | 18   | do                    | do                            | 173               | Chatham to Detroit...                              | Tyrone Dock.                        | Fire; don't<br>know origin. |                    |             | do                     | 4,700<br>cargo 200 |

SUPPLEMENT to the Statement of Wrecks and Casualties to Canadian Inland Vessels and Foreign Vessels in Canadian Inland Waters in 1890.

| Date of Casualty. | Name of Vessel.  | Age. | Port of Registry.  | Rig.                  | Register Tonnage. | Port sailed from. — Port bound to.   | Place where Casualty happened.                      | Nature of Casualty.                                | Cause of Casualty. | Lives Lost. | Total or Partial Loss. | Amount.               |
|-------------------|------------------|------|--------------------|-----------------------|-------------------|--------------------------------------|---|--|--------------------|-------------|------------------------|-----------------------|
| 1890.             |                  |      |                    |                       |                   |                                      |   |  |                    |             |                        |                       |
| Nov. 6            | Bruno.....       | 27   | Toronto...         | W o o d, steam.       | 300               | Cleveland to Algoma Mills.           | Magnetic Reef                                       | Severe weather, stranded.                          | .....              | .....       | Total ..               | \$ 10,000 cargo 1,200 |
| July 17           | Catherine.....   | 8    | Kingston.....      | do ..                 | 10                | Alexandria Bay to Grenadier Island.  | 4 mile N. E. of Sunkens Rock Light, Alex and r Bay. | Collision with U.S. str. "St. Lawrence."           | .....              | 5           | do ..                  | 800                   |
| Nov. 6            | City of Midland. | new  | Collingwood..      | do ..                 | 508               | Parry Sound to Byng Inlet.           | N. E. point of a lime stone shoal, Georgian Bay.    | Mistake in distance; caused by current; stranded.  | .....              | .....       | Partial..              | 100 cargo 300         |
| do                | Ocean Wave..     | 22   | Pictou, Ont...     | Schooner, wood, sail. | 100               | Trenton to Oswego....                | About 15 miles from Oswego, N.Y.                    | Caught in a heavy gale and rolled over; foundered. | .....              | 5           | Total ..               | 1,000 cargo 2,000     |
| Oct. 23           | Reindeer .....   | 6    | Kingston.....      | W o o d, steam.       | 33                | Ports in Bay of Quinté               | Near Young's Dock. ...                              | Collision with schr. "Two Brothers."               | .....              | .....       | Trifling.              | .....                 |
| July 29           | Resolute .....   | 15   | Ottawa.....        | W o o d, steam, tug.  | 19                | Ottawa.....                          | Ottawa River, foot of canal locks.                  | Collision with scho. "Two Brothers."               | .....              | .....       | Total ..               | 2,500                 |
| Sept. 21          | Ivy .....        | 16   | Montreal.....      | do ..                 | 34                | Laid up at Hull, P.Q.                | Ottawa River at Hull..                              | Took fire ..                                       | .....              | .....       | do ..                  | 6,000                 |
| Nov. 25           | Polly M. Rogers. | 20   | Cape Vincent, N.Y. | Schooner, wood, sail. | 328               | Charlottetown, N. Y., to Ogdensburg. | Pigeon Island, Lake Ontario.                        | Broke loose from tug; lost sail, &c.               | .....              | .....       | do ..                  | 8,000 cargo 1,300     |
| do                | James Buckley    | 10   | Prescott.....      | Tug, wood, steam.     | 7                 | At anchor at Port Stanley.           | Port Stanley Harbour.                               | Fire.....  | .....              | .....       | do ..                  | 1,700                 |
| do                | Louisa.....      | 32   | St. Catharines     | Barque, wood, sail.   | 232               | Cleveland to Algoma Mills.           | Magnetic Reef.....                                  | Heavy weather; stranded.                           | .....              | .....       | do ..                  | 2,000 cargo 900       |
| Aug. 16           | Annie Watt...    | 7    | Owen Sound..       | Tug, wood, steam.     | 41                | Warton to Lion's Head                | Between Briar Island and Gun Point.                 | Collision with propeller "Al-derson."              | .....              | .....       | do ..                  | 2,000                 |

| Nov. 2  | Caroline Marsh      | 38 | Port Hope      | Schooner,<br>wood, sail | 224 | Oswego to Toronto                                    | Oswego Beach  | Carried away<br>sails and driven<br>on shore at Os-<br>wego.  | do | 2,000<br>cargo 1,500 |
|---------|---------------------|----|----------------|-------------------------|-----|--|---|---|----|----------------------|
| 1889.   | Huron               | 16 | Picton, Ont.   | do                      | 234 | Windsor, Ont., to 70 miles N. E. of Dun-<br>Buffalo. | ning, Lake Erie.                                      | Strung a leak<br>and sank.                                    | do | 7,500                |
| May 30  | Victor              | 23 | Hamilton       | do                      | 320 | Midland to Buffalo                                   | Sand Beach, Michigan,<br>U.S.                         | Steam barge let<br>her go to save<br>herself.                 | do | 5,000<br>cargo 400   |
|         |                     |    | Kingston       | do                      | 121 |  |   | Abandoned; a<br>wreck in Pic-<br>ton Har., Ont.               | do |                      |
| Oct. 16 | Windigo             | 4  | Winnipeg       | Wood,<br>barge.         | 3   | Rat Portage to St. Francis.                          | Bishop's Point, Lake of<br>the Woods.                 | Struck on a rock<br>while in tow<br>of str. "Chief-<br>tain." | do | 200<br>cargo 200     |
| 1886.   | Sept. 29 A. G. Ryan | 10 | Kingston       | Schooner,<br>wood, sail | 111 | Gananoque  | Off Capt. John's Is-<br>land, Bay of Quinté.          | Foundered   | do | 3,000                |
| 1890.   | Nov. 10 Jane McLeod | 23 | St. Catharines | do                      | 181 | Fish River to Parry<br>Sound.                        | Near Pancake Island,<br>15 miles from Parry<br>Sound. | Stranding; gale   | do | 6,000                |

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## APPENDIX No. 39.

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KINGSTON OBSERVATORY, 29th February, 1892.

SIR,—I respectfully submit for the information of the Minister of Marine and Fisheries, the following report of the Kingston Observatory for 1891 :—

The instruments have been kept in good order and adjustment, and observations have as far as possible been daily made throughout the year.

Since last report a hot-water coil from the adjoining building has been introduced into the observers' room. The cost of this improvement has been considerable; but, besides contributing greatly to their comfort, and that of visitors throughout the winter by the constant and equitable temperature which it affords, it has added to the accommodation of the department by rendering available the space formerly occupied by the stove and the necessary storage of fuel. Some small repairs have also been made in connection with the arrangements for opening and closing the shutters in the Equatorial and Transit rooms.

A new web of wires, with micrometer, for the transit, together with a ring micrometer for the equatorial, in addition to the position circle micrometer by Alvan Clarke, have just been ordered from Fauth & Co., the makers of the sidereal clock, which still maintains its excellent performance.

I am happy to say, that, since the improvements made some years ago, the foundations, and piers, on which the transit rests, have been found so perfectly stable that when the instrument is once adjusted, and is used with ordinary care, the level from day to day shows little or no appreciable change.

I have the honour to be, sir,

Your most obedient servant,

JAS. WILLIAMSON,

*Director of Observatory*