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PART V

CANAL STATISTICS

FOR THE

SEASON OF NAVIGATION

1902 ✓



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# CANAL STATISTICS

FOR

SEASON OF NAVIGATION, 1902.

## REVENUE.

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

For 1901 .....	\$ 250,949 57
For 1902.....	227,577 93

By comparing the statistics of 1901 with 1902, it will be seen that the gross revenue has decreased \$23,371.64.

The increases and decreases are as follows:—

	Increase.	Decrease.
On the Welland Canal.....	\$ 11,902 76	.....
" St. Lawrence Canals .....		\$ 32,077 15
" Chambly Canal .....		2,151 21
" Ottawa Canals .....		800 07
" Rideau Canal.....		323 23
" St. Peter's Canal.....		264 98
" Trent Valley Canals .....	270 64	.....
" Murray Canal.....	21 60	.....
" Sault Ste. Marie Canal.....	50 00	.....
Total.....	\$ 12,245 00	\$ 35,616 64
Total decrease .....		23,371 64

STATEMENT of the Revenue, together with the increases and decreases of all the Canals for the seasons of Navigation from 1891 to 1902, inclusive.

Years.	Revenue.	Increase.	Decrease.
1891 .....	\$ 350,351 97	\$ 2,292 46	.....
1892 .....	358,711 04	8,359 07	.....
1893 .....	348,012 00	.....	\$ 10,699 04
1894 .....	307,824 67	.....	40,187 33
1895 .....	283,211 41	.....	24,613 26
1896 .....	350,061 03	66,849 62	.....
1897 .....	346,758 87	.....	3,302 16
1898 .....	341,679 23	.....	5,079 64
1899 .....	291,652 37	.....	50,026 86
1900 .....	269,116 25	.....	22,536 12
1901 .....	250,949 57	.....	18,166 68
1902 .....	227,577 93	.....	23,371 64

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In compliance with the renewed request of forwarders and shippers of Montreal and the management of the Canada Atlantic Railway Co., for a reduction of tolls on certain agricultural products, His Excellency the Governor General in Council on April 1, 1902, authorized a reduction of canal tolls, as follows:—

For the season 1902 the canal tolls for the passage of the following food products, wheat, Indian corn, pease, barley, rye, oats, flax-seed and buckwheat for through passage eastward through the Welland Canal, shall be 10 cents per ton, and for through passage eastward through the St. Lawrence Canals only, 10 cents per ton, payment of the said tolls of 10 cents per ton for passage through the Welland Canal to entitle these products to free passage through the St. Lawrence Canals, or any portion thereof; further, in the case of any of the above named products brought down from Parry Sound over the line of the Canada Atlantic Railway Company to their elevator at Coteau Landing, the through rate thereon from that point to Montreal, to be 2½ cents per ton.

In consequence of the reduced rate of tolls, as above, being applicable to the said food products, irrespective of their destination, the reduced rate of 10 and 5 cents a ton respectively only was collected, and therefore no refunds were made on these articles for 1902.

It may be observed, however, that the reduction of tolls from 20 to 10 cents per ton on the articles referred to, for passage through the Welland Canal, amounts to \$31,216.60.

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 twenty-one 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.....	288,513	16,899	245,932
1891.....	295,509	6,805	202,710
1892.....	261,954	8,942	201,540
1893.....	501,806	25,555	222,958
1894.....	273,651	16,699	203,979
1895.....	* 231,491	32,096	133,823
1896.....	461,049	73,386	160,372
1897.....	560,254	53,257	157,756
1898.....	519,532	31,279	144,612
1899.....	332,746	40,197	68,011
1900.....	244,661	17,525	84,539
1901.....	151,566	13,732	83,370
1902.....	208,215	22,787	81,164

\* Of the quantity of grain passed down to Montreal there were transhipped at Ogdensburg, in 1891, 17,817 tons; in 1892, 4,341 tons; in 1893, 71,445 tons; in 1894, 23,030 tons; in 1895, 18,987 tons; in 1896, 77,355 tons; in 1897, 89,659 tons; in 1898, 40,257 tons; in 1899, 48,828 tons; in 1900, 38,403 tons; in 1901, 17,387 tons, and 34,060 tons in 1902.



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The tolls on grain for passage through the Welland Canal prior to 1884 were 20 cents a ton ; since that date, however, reductions have been made by Orders in Council from year to year as follows :—Upon the urgent request of forwarders and others interested in the grain trade, a reduction was made of one-half the usual rate of tolls on grain passing down the Welland Canal and the St. Lawrence Canals to Montreal ; and in 1885 tolls were reduced to 2 cents a ton, and thereafter from year to year, including 1891.

In 1892 the tolls were reduced to 2 cents a ton on grain passed down the Welland and St. Lawrence Canals and exported, and in such cases only.

In 1893 by Order in Council of February 13, the tolls were reduced to 10 cents a ton on grain passing eastward through the Welland Canal, irrespective of its destination, and the same rate of tolls for 1894 were allowed by O.C., April 16, 1894.

For the year 1895 (O.C., April 1, 1895), the same rate of tolls was allowed as was granted for the year 1894.

For the year 1896 (O.C., April 23, 1896), the same rate of tolls was allowed as was granted for the year 1895.

For the year 1897 (O.C., April 17, 1897), the same rate of tolls was allowed as was granted for the year 1896.

For the year 1898 (O.C., June 1, 1898), the same rate of tolls was allowed as was granted for the year 1897.

For the year 1899 (O.C., April 10, 1899), the same rate of tolls was allowed as was granted for the year 1898.

For the year 1900 (O.C., February 20, 1900), the same rate of tolls was allowed as was granted for the year 1899.

For the year 1901 (O.C., May 3, 1901), the same rate of tolls was allowed as was granted for the year 1900.

For the year 1902 (O.C., April 1, 1902), the same rate of tolls was allowed as was granted for the year 1901.

The rate through the St. Lawrence Canals only, was 10 cents a ton.

It may be remarked that goods having paid full tolls on the Welland Canal are allowed to pass down the St. Lawrence Canals to Montreal free from payment of any further tolls.

During the last decade the quantity of agricultural products as above, passed down the Welland and St. Lawrence Canals to Montreal, has decreased from 501,806 tons in 1893 to 208,215 tons in 1902 ; and the quantity passed down the Welland Canal from United States ports to United States, has decreased from 222,958 to 81,164 tons for the same years.

The quantity of barley, buckwheat, corn, oats, pease, rye and wheat, arrived at Montreal via Grand Trunk and Canadian Pacific Railways for a period of 13 years, is reported as follows :—

	Tons.
For 1890 . . . . .	119,208
1891 . . . . .	184,410
1892 . . . . .	291,680
1893 . . . . .	147,610
1894 . . . . .	60,666
1895 . . . . .	51,114
1896 . . . . .	153,717
1897 . . . . .	228,611
1898 . . . . .	293,391
1899 . . . . .	209,170
1900 . . . . .	229,624
1901 . . . . .	227,700
1902 . . . . .	263,861

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

	Tons.
For 1890 .....	242,571
1891 .....	320,434
1892 .....	302,899
1893 .....	532,084
1894 .....	288,015
1895 .....	247,550
1896 .....	495,898
1897 .....	604,200
1898 .....	575,097
1899 .....	372,291
1900 .....	295,928
1901 .....	203,316
1902 .....	242,225

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

QUANTITY OF GRAIN TO SEA-BOARD BY COMPETING ROUTES.

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

	Tons.
For 1901 .....	203,316
1902 .....	242,225
Showing an increase of .....	<u>38,909</u>

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

	Tons.
For 1901 .....	227,700
1902 .....	263,861
Showing an increase of .....	<u>36,161</u>

The quantity of grain arrived at tide-water by New York Canals, is reported as follows :—

	Tons.
For 1901 .....	355,760
1902 .....	318,677
Showing a decrease of .....	<u>37,083</u>

The quantity of grain carried to tide-water by the New York railways, is reported as follows :—

	Tons.
For 1901 .....	4,630,479
1902 .....	4,558,536
Showing a decrease of .....	<u>71,943</u>



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The increases and decreases for 1902 as compared with 1901 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.....	38,909	.....	19.14	.....
" Canadian Pacific and Grand Trunk Railways.	36,161	.....	15.89	.....
" New York Canals.....	.....	37,083	.....	10.43
" " Railways.....	.....	71,943	.....	1.56

By reference to Appendix U, it will be seen that the quantity of freight from ports west of Port Colborne to the United States ports, Oswego, Ogdensburg, &c., has decreased from 299,392 tons in 1891, to 261,078 tons in 1902, and the quantity to Ontario ports, between Port Dalhousie and Cornwall, and an increase from 54,315 tons in 1891 to 55,733 tons in 1902. The quantity passed down to Montreal shows a decrease from 309,593 tons in 1891 to 250,475 tons in 1902.

## TRANSHIPMENT OF GRAIN.

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

In Canadian vessels there were in—

	Tons.
1888, 182 Cargoes, with an aggregate quantity of.....	143,025
1889, 208 " " .....	165,117
1890, 203 " " .....	184,275
1891, 209 " " .....	190,664
1892, 158 " " .....	159,018
1893, 146 " " .....	148,962
1894, 125 " " .....	159,145
1895, 123 " " .....	136,617
1896, 196 " " .....	227,912
1897, 180 " " .....	229,265
1898, 166 " " .....	224,021
1899, 162 " " .....	221,306
1900, 325 " " .....	183,200
1901, 112 " " .....	132,558
1902, 131 " " .....	175,514

In the United States vessels there were in—

	Tons.
1888, 60 Cargoes, with an aggregate quantity of.....	43,667
1889, 114 " " .....	108,358
1890, 35 " " .....	35,560
1891, 77 " " .....	90,153
1892, 89 " " .....	109,812
1893, 257 " " .....	328,269
1894, 84 " " .....	106,236
1895, 56 " " .....	73,987
1896, 158 " " .....	217,978
1897, 197 " " .....	285,847
1898, 339 " " .....	464,852
1899, 167 " " .....	205,571
1900, 259 " " .....	163,575
1901, 135 " " .....	123,229
1902, 135 " " .....	136,652

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Nineteen Canadian and 17 American vessels took cargoes of 34,804 tons in 1902, 23 Canadian and 2 American of 17,303 tons through to Montreal intact in 1901, 15 of 7,924 tons in 1900, 2 of 558 tons in 1899, 7 of 2,426 in 1898, 7 of 2,324 in 1897, 3 of 1,176 in 1896, 4 of 1,344 tons in 1895, 2 cargoes of 810 tons in 1894, none in 1893, 2 in 1892 of 924 tons, and 3 in 1891 of 1,441 tons. Three vessels lightened a portion of their cargoes in 1901, 9 in 1900, 11 in 1899, 25 in 1898, 11 in 1897, 16 in 1896, 6 in 1895, 19 in 1894, 34 in 1893, 25 in 1892, and 44 in 1891; 222 vessels discharged the whole of their cargoes at Kingston in 1901, 540 in 1900, 316 in 1899, 473 in 1898, 359 in 1897, 335 in 1896, 169 in 1895, 188 in 1894, 369 in 1893, 220 in 1892, and 293 in 1891.

The quantity of grain transhipped at Port Colborne in 1902 and the four previous years is given below.

The total number of grain laden vessels lightened at this port in 1902 was 99, against 98 the previous year.

The quantity of grain lightened was as follows:—

Articles.	1898.	1899.	1900.	1901.	1902.
	Bush.	Bush.	Bush.	Bush.	Bush.
Wheat .....	239,518	390,162	272,609	393,490	577,697
Corn .....	313,689	638,143	448,256	556,911	529,651
Rye .....	37,380	7,065	Nil.	Nil.	Nil.
Oats .....	Nil.	Nil.	Nil.	76,236	5,824
Barley .....	5,669	Nil.	Nil.	27,115	Nil.

## WELLAND CANAL

The total quantity of freight passed on the Welland Canal during the season of 1902 was 665,387 tons; of this quantity 19,290 tons were way or local freight.

There were 580,633 tons of freight passed eastwards, and 84,754 tons passed westwards.

*East and west bound Through Freight.*

The total quantity of through freight passed through the whole length of the Welland Canal during the season of 1902 was 646,097 tons.

Of this quantity 567,286 tons were east bound and 78,811 west bound freight.

Of the east bound through freight, Canadian vessels carried 293,230 tons and United States vessels carried 274,056 tons; and of the west bound through freight Canadian vessels carried 33,877 tons and United States vessels carried 44,934 tons, or a total of 327,107 tons for Canadian and 318,990 tons for American vessels.

## ST. LAWRENCE CANALS.

The total quantity of freight passed through these canals during 1902 was 1,093,133 tons; of this quantity 802,684 tons passed eastward and 290,449 passed westward.

*East and west bound Through Freight.*

The total quantity of through freight was 481,822 tons; of this quantity 388,771 tons were east bound and 93,051 tons were west bound.

*Way Freight.*

Of the total quantity of (way) or local freight 413,913 tons were east bound and 197,398 tons west bound freight.



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## THROUGH TRAFFIC BETWEEN MONTREAL AND PORTS ON LAKE ERIE, MICHIGAN, ETC.

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

	Eastward to Montreal. Tons.	Westward from Montreal. Tons.
1888.....	183,899	19,310
1889.....	298,197	25,370
1890.....	231,746	13,951
1891.....	309,593	14,060
1892.....	263,144	9,452
1893.....	508,016	16,545
1894.....	292,191	9,439
1895.....	266,659	10,555
1896.....	480,077	10,050
1897.....	584,246	4,542
1898.....	538,108	4,436
1899.....	354,933	5,991
1900.....	288,251	6,217
1901.....	184,420	13,714
1902.....	250,475	25,289

## THROUGH FREIGHT FROM UNITED STATES PORTS TO UNITED STATES PORTS.

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

	Eastward. Tons.	Westward. Tons.	Total. Tons.
1888.....	221,062	213,689	434,751
1889.....	297,353	266,231	563,584
1890.....	318,259	215,698	533,957
1891.....	306,257	247,543	553,800
1892.....	300,733	240,332	541,065
1893.....	384,559	247,108	631,667
1894.....	361,319	230,948	592,267
1895.....	255,259	214,520	469,779
1896.....	385,695	267,518	653,213
1897.....	353,863	210,831	564,694
1898.....	277,023	210,516	487,539
1899.....	225,491	135,038	360,529
1900.....	218,969	99,560	318,529
1901.....	190,476	83,543	274,019
1902.....	224,110	44,919	269,029

The total quantity of freight passed through the Welland Canal from United States ports to United States ports shows a decrease of 4,990 tons, as compared with the previous year ; and a decrease of 165,722 tons as compared with 1888.

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The following statement shows the aggregate number of vessels, and the total quantity of freight passed through the Welland Canal, and the quantity passed between United States ports during the years 1867 to 1902 inclusive:—

Fiscal Year.	Aggregate number of Vessels.	Total quantity transported on the Welland Canal.	Quantity passed from United States ports to United States ports.
	Number.	Tons.	Tons.
1867 .....	5,405	933,260	458,386
1868 .....	6,157	1,161,821	641,711
1869 .....	6,069	1,231,903	688,700
1870 .....	7,356	1,311,956	747,567
1871 .....	7,729	1,478,122	772,756
<i>Season of navigation.</i>			
1872 .....	6,063	1,333,104	606,627
1873 .....	6,425	1,506,484	656,208
1874 .....	5,814	1,389,173	748,557
1875 .....	4,242	1,038,050	477,809
1876 .....	4,789	1,099,810	488,815
1877 .....	5,129	1,175,398	493,841
1878 .....	4,429	968,758	373,738
1879 .....	3,960	865,664	284,043
1880 .....	4,104	819,934	179,605
1881 .....	3,332	686,506	194,173
1882 .....	3,334	790,643	282,806
1883 .....	3,267	1,005,156	432,611
1884 .....	3,138	837,811	407,079
1885 .....	2,738	784,928	384,509
1886 .....	3,589	980,135	464,478
1887 .....	2,785	777,918	340,501
1888 .....	2,647	878,800	434,753
1889 .....	2,975	1,085,273	533,584
1890 .....	2,883	1,016,165	533,957
1891 .....	2,594	975,013	553,800
1892 .....	2,615	955,554	541,065
1893 .....	2,843	1,294,823	631,667
1894 .....	2,412	1,008,221	592,267
1895 .....	2,222	869,595	469,779
1896 .....	2,766	1,279,987	653,213
1897 .....	2,725	1,274,292	564,694
1898 .....	2,384	1,140,077	487,539
1899 .....	2,202	789,770	360,529
1900 .....	2,399	719,360	318,529
1901 .....	1,547	620,209	274,019
1902 .....	1,568	665,387	269,029



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The total quantity of freight passed through the several divisions of the canals during the season of 1902 is as follows :—

	Farm Stock.	Forest Produce of Wood.	Manufactures.	Merchandise.	Agricultural Products.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Welland.....		141,041	46,764	121,710	355,872	665,387
St. Lawrence.....	1,218	102,430	116,007	292,808	580,670	1,093,133
Chambly.....	409	225,084	14,185	105,280	34,484	379,442
Ottawa.....	1,490	433,245	310	2,353	7,284	444,682
Rideau.....	26	27,296	3,005	15,929	4,623	50,879
St. Peters.....	18	15,676	7,152	40,874	9,818	73,538
Murray.....	8	10,823	6,515	12,537	5,295	35,178
Trent Valley.....	183	39,293	416	131	1,667	41,690
Sault Ste. Marie.....	501	118,753	81,266	3,315,685	1,213,063	4,729,268

The total quantity of freight moved on the Welland Canal was 665,387 tons, of which 355,872 tons were agricultural products.

On the St. Lawrence Canals the total quantity of freight moved was 1,093,133 tons, of which 580,670 were agricultural products, and 292,808 tons were merchandise.

On the Ottawa Canals the total quantity of freight moved was 444,682 tons ; of this quantity 433,245 tons were the produce of the forest.

## 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 tide-water, it will be observed that the quantity carried by the New York Canals was 489,053 tons in 1902, 557,099 in 1901, 472,857 in 1900, 577,486 in 1899, 653,027 in 1898, 744,575 in 1897, 957,182 in 1896, 606,505 in 1895, 1,400,129 in 1894, 1,450,116 in 1893, 937,999 in 1892, and 1,092,385 in 1891.

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

	Tons.		Tons.
In 1902.....	6,532,263	In 1887.....	*3,847,766
1901.....	6,334,001	1886.....	*3,802,262
1900.....	6,053,005	1885.....	4,105,594
1899.....	6,211,827	1884.....	3,639,805
1898.....	7,060,542	1883.....	4,422,461
1897.....	5,673,638	1882.....	3,885,557
1896.....	5,183,540	1880.....	4,732,385
1895.....	3,798,574	1869.....	1,087,809
1894.....	4,281,056		
1893.....*	5,107,426		
1892.....	5,913,013		
1891.....	3,565,381		
1890.....	4,336,199		
1889.....	3,654,984		
1888.....	3,197,734		

\* Flour and grain only.

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The following figures are an abstract of the quantities of vegetable food carried to tide-water by the canals and railways of the State of New York during thirty-four years:—

	Canals.	Railways.	Total.	Proportions by canals.
	Tons.	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.	1,305,550	2,343,241	3,648,791	357
1876.	1,064,293	2,875,803	3,940,096	270
1877.	1,498,984	2,493,683	3,992,667	375
1878.	1,912,734	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	205
1886.	1,489,886	3,802,262	5,292,148	281
1887.	1,539,403	3,847,766	5,387,169	285
1888.	1,166,958	3,197,734	4,364,692	267
1889.	1,296,896	3,654,984	4,951,880	262
1890.	1,167,901	4,336,199	5,504,100	212
1891.	1,092,355	3,565,381	4,657,736	234
1892.	937,999	5,913,013	6,851,012	137
1893.	1,452,563	5,107,426	6,599,989	284
1894.	1,400,129	4,281,056	5,681,185	327
1895.	602,505	3,798,574	4,401,079	159
1896.	957,182	5,183,540	6,140,722	156
1897.	744,575	5,673,638	6,418,213	116
1898.	653,027	7,060,542	7,713,569	085
1899.	577,486	6,211,827	6,789,313	086
1900.	472,857	6,053,005	6,525,862	073
1901.	557,099	6,334,001	6,891,100	081
1902.	489,053	6,532,263	7,021,316	088

COMPARATIVE STATEMENT OF TRAFFIC BY RAILWAYS AND CANALS VIA 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 1886.	16.9
1869.	47.0	1887.	16.3
1870.	38.9	1888.	18.8
1871.	38.9	1889.	15.1
1872.	40.1	1890.	13.9
1873.	34.9	1891.	13.4
1874.	31.7	1892.	9.8
1875.	28.4	1893.	10.1
1876.	24.6	1894.	10.2
1877.	28.3	1895.	9.7
1878.	27.1	1896.	8.5
1879.	23.7	1897.	8.3
1880.	25.1	1898.	6.9
1881.	18.5	1899.	7.2
1882.	19.0	1900.	5.2
1883.	18.7	1901.	5.1
1884.	19.0	1902.	5.5
1885.	17.1		



## SESSIONAL PAPER No. 20

The quantity of freight carried by the canals and railways was greater in 1902 by 6,434,937 tons than the quantity carried in 1901, and an increase of 59,622,600 tons over 1869.

The quantities carried were as follows :—

	Total Tonnage.	Proportion by canals.
In 1859 .....	5,485,076	·6890
1869 .....	12,453,174	·4705
1870 .....	15,148,274	·3895
1871 .....	15,844,152	·3896
1872 .....	16,631,609	·4012
1873 .....	18,200,208	·3497
1874 .....	18,283,547	·3174
1875 .....	17,101,758	·2841
1876 .....	16,948,627	·2462
1877 .....	17,489,770	·2833
1878 .....	19,017,301	·2719
1879 .....	22,590,766	·2373
1880 .....	25,706,586	·2512
1881 .....	27,857,394	·1859
1882 .....	28,693,054	·1905
1883 .....	30,167,119	·1877
1884 .....	26,293,844	·1905
1885 .....	27,543,948	·1718
1886 .....	31,168,744	·1698
1887 .....	34,029,791	·1632
1888 .....	26,244,610	·1883
1889 .....	35,466,042	·1514
1890 .....	37,624,199	·1394
1891 .....	38,524,179	·1343
1892 .....	43,618,569	·0982
1893 .....	42,953,233	·1009
1894 .....	37,916,412	·1024
1895 .....	36,170,339	·0967
1896 .....	43,756,051	·0849
1897 .....	43,711,512	·0828
1898 .....	49,311,030	·0682
1899 .....	51,702,761	·0713
1900 .....	65,433,541	·0512
1901 .....	65,640,837	·0506
1902 .....	72,075,774	·0549

Average freight rates, grain, Chicago to Buffalo :—(as reported by the Secretary Merchants' Exchange, Buffalo).

Year.	Wheat.	Year.	Wheat.
1881.....	3·2	1893.....	1·6
1882.....	2·5	1894.....	1·2
1883.....	3·5	1895.....	1·9
1884.....	2·1	1896.....	1·7
1885.....	2·0	1897.....	1·5
1886.....	3·6	1898.....	1·5
1887.....	4·1	1899.....	2·5
1888.....	2·7	1900.....	1·8
1889.....	2·5	1901.....	1·6
1890.....	1·9	1902.....	1·5
1891.....	2·5		
1892.....	2·2		
		Average twenty-two years.	2·3

STATEMENT of the Quantity of Grain and Rolling Freight passed down the St. Lawrence Canals from Coteau Landing to Montreal during the Years 1898, 1899, 1900, 1901 and 1902.

	GRAIN.									
	1898.		1899.		1900.		1901.		1902.	
	Tons.	Bushels.	Tons.	Bushels.	Tons.	Bushels.	Tons.	Bushels.	Tons.	Bushels.
Barley .....			8,133	338,538	600	24,967				
Buckwheat .....					11	460				
Corn .....	149,169	5,327,465	174,932	6,176,143	154,815	5,525,845	71,459	2,552,107	11,732	418,791
Oats .....	3,281	193,000	8,357	491,589	16,803	1,005,029	7,831	460,043	3,899	229,262
Pease .....			237	7,900	142	4,700				
Rye .....	1,812	64,715	1,474	52,643	3,925	140,434	5,141	193,607	11,552	395,207
Wheat .....	59,063	1,968,767	66,635	2,221,167	126,963	4,215,721	207,403	6,913,434	216,305	7,208,486
Total .....	213,325	7,553,947	259,768	9,287,980	303,259	10,917,156	291,834	10,119,191	243,488	8,251,746

## ROLLING FREIGHT.

Flax seed .....	13,081	20,290	3,779	17,208	11,606
Flax and hemp .....			941		
Flour .....	19,930	20,745	8,255	7,290	10,615
Furniture .....			1		
Lard and lard oil .....	1,244	617	1,695		689
Meals .....	2,058	779	448	588	
Oil cake .....	4,001	2,539		1,255	5,900
Meats .....	340				
Pork .....	1,744	1,259	418	372	
Seeds, all kinds .....	215	1,703			283
All other vegetables .....	767				
Nails .....					
Oils .....					
Sugar .....		896		28	
Tallow .....	294	32	373		
Merchandise .....		762	696	1	5
Barrels, empty .....		420			
Firewood .....				1,935	180



Lumber.....						459		379
Woodenware.....						46		
Total.....	43,674	50,042	16,606	29,182	29,657			
Grand total.....	256,999	309,810	319,865	321,016	273,145			

COMPARATIVE STATEMENT of the Commerce through the United States, St. Mary's Falls Canal and Canadian Sault Ste. Marie Canal, for the Seasons of 1901 and 1902.

		TRAFFIC FOR 1902.		TOTAL TRAFFIC FOR		INCREASE.	DECREASE.
		United States Canal.	Canadian Canal.	Season of 1902.	Season of 1901.	Amount.	Amount.
Vessels.....	Number.	17,588	5,043	22,631	20,041	2,590	
Lockages.....	"	9,427	3,418	12,845	11,321	1,524	
Tonnage registered.....	Net tons.	27,408,021	4,604,302	32,012,323	24,672,082	7,340,241	
" freight.....	"	31,232,795	4,729,268	35,962,063	28,402,432	7,559,631	
Passengers.....	Number.	22,788	36,658	59,446	59,732		286
Coal (hard).....	Net tons.	284,986	24,962	309,948	808,143		498,195
" (soft).....	"	3,973,448	538,873	4,512,321	3,785,443	726,878	
Flour.....	Barrels.	6,072,295	2,843,860	8,916,155	7,677,307	1,238,848	
Wheat.....	Bushels.	48,835,062	27,911,287	76,746,349	52,856,731	8	
Grain (excluding wheat).....	"	21,650,609	3,661,904	25,312,513	24,765,758	546,755	
Manufactured and pig iron.....	Net tons.	154,666	60,143	214,809	180,761	34,048	
Salt.....	Barrels.	283,410	160,909	444,319	438,725	5,594	
Copper.....	Net tons.	106,459	14,401	120,860	98,701	22,159	
Iron ore.....	"	21,796,348	2,504,452	25,300,800	18,090,465	7,210,335	
Lumber.....	Ft. B. M.	1,028,848,000	49,084,942	1,077,932,942	1,073,433,948	4,498,994	
Silver ore.....	Net tons.	1		1	54		53
Building stone.....	"	37,064	3,638	40,702	47,437		6,735
Unclassified freight.....	"	504,610	238,132	742,742	597,186	145,556	

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The United States canal was open to navigation during the season of—

1889.....	234 days.
1890.....	228 "
1891.....	225 "
1892.....	233 "
1893.....	219 "
1894.....	234 "
1895.....	231 "
1896.....	232 "
1897.....	234 "
1898.....	241 "
1899.....	231 "
1900.....	238 "
1901.....	230 "
1902.....	256 "

The Canadian canal was open to navigation during the season of—

1895.....	87 days.
1896.....	218 "
1897.....	238 "
1898.....	243 "
1899.....	239 "
1900.....	238 "
1901.....	246 "
1902.....	264 "

The average number of vessels passing per day through the two canals for the season of 1902, was eighty-five.

R. DEVLIN,  
*Compiler of Canal Statistics.*

OTTAWA, August 12, 1903.

EXPORTS by Lake from Chicago to Canada during the Season of Navigation in 1902.

(From Report of Board of Trade of Chicago.)

Commodities.	Quantity.	Value.
		\$ cts.
Wheat.....	Bushels 3,027,846	2,218,874 00
Corn.....	" 500,932	304,754 00
Oats.....	" 194,100	79,401 00
Rye.....	" 323,870	179,757 00
Flaxseed.....	" 50,800	68,104 00
Flour.....	Barrels 41,334	132,887 00
Grass seed.....	Sacks 3,545	7,722 00
Oil cake.....	" 35,344	133,284 00
Pork.....	Barrels 5,119	88,397 00
Beef.....	" 200	2,299 00
Cured meats.....	Boxes 2	60 00
Nails.....	Kegs 28	156 00
Manufactures of iron.....	Tons 691	19,906 00
Agricultural implements.....	Machines 1,354	59,976 00
Cordage.....	Bales 3,600	21,600 00
Unclassified.....	Tons 7,043	29,959 00
Total.....		3,347,130 00



GRAIN FREIGHTS BY LAKE, SEASON OF 1902.

The following were the current rates on Wheat and Corn from Chicago to Buffalo, Ogdensburg and Depot Harbour; also to New York by Lake and Erie Canal, for each week during the season of navigation in 1902.

1902.	TO BUFFALO.		TO OGDENSBURG.		TO DEPOT HARBOUR.		ERIE CANAL, BUFFALO, TO NEW YORK.		CHICAGO TO NEW YORK, LAKE AND CANAL.	
	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 5	1 <sup>3</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>2</sub>								
" 12	1 <sup>3</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>2</sub>	4 <sup>1</sup> / <sub>2</sub>	4 <sup>1</sup> / <sub>4</sub>						
" 19	1 <sup>3</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>2</sub>	4 <sup>1</sup> / <sub>2</sub>	4 <sup>1</sup> / <sub>4</sub>						
" 26	1 <sup>3</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>2</sub>	4 <sup>1</sup> / <sub>2</sub>	4 <sup>1</sup> / <sub>4</sub>	2	1 <sup>3</sup> / <sub>4</sub>	4	5 <sup>1</sup> / <sub>2</sub>	4 <sup>1</sup> / <sub>2</sub>	4 <sup>1</sup> / <sub>2</sub>
May 3	1 <sup>3</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>2</sub>	3 <sup>3</sup> / <sub>4</sub>	3 <sup>3</sup> / <sub>4</sub>	2	1 <sup>3</sup> / <sub>4</sub>	4	5 <sup>1</sup> / <sub>2</sub>	4 <sup>1</sup> / <sub>2</sub>	4 <sup>1</sup> / <sub>2</sub>
" 10	1 <sup>3</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>2</sub>	3 <sup>3</sup> / <sub>4</sub>	3 <sup>3</sup> / <sub>4</sub>	1 <sup>3</sup> / <sub>4</sub>	1 <sup>3</sup> / <sub>4</sub>	4	5 <sup>1</sup> / <sub>2</sub>	4 <sup>1</sup> / <sub>2</sub>	4 <sup>1</sup> / <sub>2</sub>
" 17	1 <sup>3</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>2</sub>	3 <sup>3</sup> / <sub>4</sub>	3 <sup>3</sup> / <sub>4</sub>	1 <sup>3</sup> / <sub>4</sub>	1 <sup>3</sup> / <sub>4</sub>	4	5 <sup>1</sup> / <sub>2</sub>	4 <sup>1</sup> / <sub>2</sub>	4 <sup>1</sup> / <sub>2</sub>
" 24	1 <sup>3</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>2</sub>	4	4	1 <sup>3</sup> / <sub>4</sub>	1 <sup>3</sup> / <sub>4</sub>	4	5 <sup>1</sup> / <sub>2</sub>	4 <sup>1</sup> / <sub>2</sub>	4 <sup>1</sup> / <sub>2</sub>
" 31	1 <sup>3</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>2</sub>	4	4	1 <sup>3</sup> / <sub>4</sub>	1 <sup>3</sup> / <sub>4</sub>	4	5 <sup>1</sup> / <sub>2</sub>	4 <sup>1</sup> / <sub>2</sub>	4 <sup>1</sup> / <sub>2</sub>
June 7	1 <sup>3</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>2</sub>	4	4	1 <sup>3</sup> / <sub>4</sub>	1 <sup>3</sup> / <sub>4</sub>	4	5 <sup>1</sup> / <sub>2</sub>	4 <sup>1</sup> / <sub>2</sub>	4 <sup>1</sup> / <sub>2</sub>
" 14	1 <sup>3</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>2</sub>	3 <sup>1</sup> / <sub>2</sub>		1 <sup>3</sup> / <sub>4</sub>	1 <sup>3</sup> / <sub>4</sub>	4	5 <sup>1</sup> / <sub>2</sub>	4 <sup>1</sup> / <sub>2</sub>	4 <sup>1</sup> / <sub>2</sub>
" 21	1 <sup>3</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>2</sub>	4		1 <sup>3</sup> / <sub>4</sub>	1 <sup>3</sup> / <sub>4</sub>	4	5 <sup>1</sup> / <sub>2</sub>	4 <sup>1</sup> / <sub>2</sub>	4 <sup>1</sup> / <sub>2</sub>
" 28	1 <sup>3</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>2</sub>	3 <sup>1</sup> / <sub>2</sub>		1 <sup>3</sup> / <sub>4</sub>	1 <sup>3</sup> / <sub>4</sub>	4	5 <sup>1</sup> / <sub>2</sub>	4 <sup>1</sup> / <sub>2</sub>	4 <sup>1</sup> / <sub>2</sub>
July 5	1 <sup>3</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>2</sub>			1 <sup>3</sup> / <sub>4</sub>	1 <sup>3</sup> / <sub>4</sub>	4	5 <sup>1</sup> / <sub>2</sub>	4 <sup>1</sup> / <sub>2</sub>	4 <sup>1</sup> / <sub>2</sub>
" 12	1 <sup>3</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>2</sub>	2 <sup>3</sup> / <sub>4</sub>		1 <sup>3</sup> / <sub>4</sub>	1 <sup>3</sup> / <sub>4</sub>	4	5 <sup>1</sup> / <sub>2</sub>	4 <sup>1</sup> / <sub>2</sub>	4 <sup>1</sup> / <sub>2</sub>
" 19	1 <sup>3</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>2</sub>	2 <sup>3</sup> / <sub>4</sub>		1 <sup>3</sup> / <sub>4</sub>	1 <sup>3</sup> / <sub>4</sub>	4	5 <sup>1</sup> / <sub>2</sub>	4 <sup>1</sup> / <sub>2</sub>	4 <sup>1</sup> / <sub>2</sub>
" 26	1 <sup>3</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>2</sub>	2 <sup>3</sup> / <sub>4</sub>		1 <sup>3</sup> / <sub>4</sub>	1 <sup>3</sup> / <sub>4</sub>	4	5 <sup>1</sup> / <sub>2</sub>	4 <sup>1</sup> / <sub>2</sub>	4 <sup>1</sup> / <sub>2</sub>
Aug. 2	1 <sup>3</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>2</sub>	2 <sup>3</sup> / <sub>4</sub>		1 <sup>3</sup> / <sub>4</sub>	1 <sup>3</sup> / <sub>4</sub>	4	5 <sup>1</sup> / <sub>2</sub>	4 <sup>1</sup> / <sub>2</sub>	4 <sup>1</sup> / <sub>2</sub>
" 9	1 <sup>3</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>2</sub>	3		1 <sup>3</sup> / <sub>4</sub>	1 <sup>3</sup> / <sub>4</sub>	4	5 <sup>1</sup> / <sub>2</sub>	4 <sup>1</sup> / <sub>2</sub>	4 <sup>1</sup> / <sub>2</sub>
" 16	1 <sup>3</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>2</sub>		3 <sup>3</sup> / <sub>4</sub>	1 <sup>3</sup> / <sub>4</sub>	1 <sup>3</sup> / <sub>4</sub>	4	5 <sup>1</sup> / <sub>2</sub>	4 <sup>1</sup> / <sub>2</sub>	4 <sup>1</sup> / <sub>2</sub>
" 23	1 <sup>3</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>2</sub>		3 <sup>3</sup> / <sub>4</sub>	1 <sup>3</sup> / <sub>4</sub>	1 <sup>3</sup> / <sub>4</sub>	4	5 <sup>1</sup> / <sub>2</sub>	4 <sup>1</sup> / <sub>2</sub>	4 <sup>1</sup> / <sub>2</sub>
" 30	1 <sup>3</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>2</sub>	3 <sup>1</sup> / <sub>2</sub>		1 <sup>3</sup> / <sub>4</sub>	1 <sup>3</sup> / <sub>4</sub>	4	5 <sup>1</sup> / <sub>2</sub>	4 <sup>1</sup> / <sub>2</sub>	4 <sup>1</sup> / <sub>2</sub>
Sept. 6	1 <sup>3</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>2</sub>	3 <sup>1</sup> / <sub>2</sub>		1 <sup>3</sup> / <sub>4</sub>	1 <sup>3</sup> / <sub>4</sub>	4	5 <sup>1</sup> / <sub>2</sub>	4 <sup>1</sup> / <sub>2</sub>	4 <sup>1</sup> / <sub>2</sub>
" 13	1 <sup>3</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>2</sub>			1 <sup>3</sup> / <sub>4</sub>	1 <sup>3</sup> / <sub>4</sub>	4	5 <sup>1</sup> / <sub>2</sub>	4 <sup>1</sup> / <sub>2</sub>	4 <sup>1</sup> / <sub>2</sub>
" 20	1 <sup>3</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>2</sub>			1 <sup>3</sup> / <sub>4</sub>	1 <sup>3</sup> / <sub>4</sub>	4	5 <sup>1</sup> / <sub>2</sub>	4 <sup>1</sup> / <sub>2</sub>	4 <sup>1</sup> / <sub>2</sub>
" 27	1 <sup>3</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>2</sub>		3 <sup>3</sup> / <sub>4</sub>	1 <sup>3</sup> / <sub>4</sub>	1 <sup>3</sup> / <sub>4</sub>	4	5 <sup>1</sup> / <sub>2</sub>	4 <sup>1</sup> / <sub>2</sub>	4 <sup>1</sup> / <sub>2</sub>
Oct. 4	1 <sup>3</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>2</sub>		3 <sup>3</sup> / <sub>4</sub>	1 <sup>3</sup> / <sub>4</sub>	1 <sup>3</sup> / <sub>4</sub>	4	5 <sup>1</sup> / <sub>2</sub>	4 <sup>1</sup> / <sub>2</sub>	4 <sup>1</sup> / <sub>2</sub>
" 11	1 <sup>3</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>2</sub>		4	1 <sup>3</sup> / <sub>4</sub>	1 <sup>3</sup> / <sub>4</sub>	4	5 <sup>1</sup> / <sub>2</sub>	4 <sup>1</sup> / <sub>2</sub>	4 <sup>1</sup> / <sub>2</sub>
" 18	1 <sup>3</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>2</sub>		4	1 <sup>3</sup> / <sub>4</sub>	1 <sup>3</sup> / <sub>4</sub>	4	5 <sup>1</sup> / <sub>2</sub>	4 <sup>1</sup> / <sub>2</sub>	4 <sup>1</sup> / <sub>2</sub>
" 25	1 <sup>3</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>2</sub>		4 <sup>1</sup> / <sub>2</sub>	1 <sup>3</sup> / <sub>4</sub>	1 <sup>3</sup> / <sub>4</sub>	4	5 <sup>1</sup> / <sub>2</sub>	4 <sup>1</sup> / <sub>2</sub>	4 <sup>1</sup> / <sub>2</sub>
Nov. 1	2	1 <sup>1</sup> / <sub>2</sub>			2	2	4 <sup>1</sup> / <sub>2</sub>	6	5 <sup>1</sup> / <sub>2</sub>	5 <sup>1</sup> / <sub>2</sub>
" 8	1 <sup>1</sup> / <sub>2</sub>	1 <sup>1</sup> / <sub>2</sub>			2	2	4 <sup>1</sup> / <sub>2</sub>	6	5 <sup>1</sup> / <sub>2</sub>	5 <sup>1</sup> / <sub>2</sub>
" 15	1 <sup>1</sup> / <sub>2</sub>	1 <sup>1</sup> / <sub>2</sub>		4 <sup>3</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>2</sub>	1 <sup>1</sup> / <sub>2</sub>	4 <sup>1</sup> / <sub>2</sub>	6	5 <sup>1</sup> / <sub>2</sub>	5 <sup>1</sup> / <sub>2</sub>
" 22	1 <sup>1</sup> / <sub>2</sub>	1 <sup>1</sup> / <sub>2</sub>		4 <sup>1</sup> / <sub>2</sub>	1 <sup>1</sup> / <sub>2</sub>	1 <sup>1</sup> / <sub>2</sub>	4 <sup>1</sup> / <sub>2</sub>	5 <sup>1</sup> / <sub>2</sub>	5 <sup>1</sup> / <sub>2</sub>	5 <sup>1</sup> / <sub>2</sub>
" 29	1 <sup>1</sup> / <sub>2</sub>	1 <sup>1</sup> / <sub>2</sub>			1 <sup>1</sup> / <sub>2</sub>	1 <sup>1</sup> / <sub>2</sub>	4 <sup>1</sup> / <sub>2</sub>	5 <sup>1</sup> / <sub>2</sub>	5 <sup>1</sup> / <sub>2</sub>	5 <sup>1</sup> / <sub>2</sub>
Dec. 6	2	1 <sup>1</sup> / <sub>2</sub>			1 <sup>1</sup> / <sub>2</sub>	1 <sup>1</sup> / <sub>2</sub>	4 <sup>1</sup> / <sub>2</sub>	6	5 <sup>1</sup> / <sub>2</sub>	5 <sup>1</sup> / <sub>2</sub>
" 13	2	1 <sup>1</sup> / <sub>2</sub>								

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LAKE FREIGHTS FROM CHICAGO TO BUFFALO, ON WHEAT AND CORN.

STATEMENT showing the dates of the changes of the ruling rates of Lake Freights on Wheat and Corn from Chicago to Buffalo, during 1902, (as reported by the Secretary of the Merchants Exchange, Buffalo).

1902.		Wheat, Bushels.	Corn, Bushels.	1902.		Wheat, Bushels.	Corn, Bushels.
		cts.	cts.			cts.	cts.
Mar.	15	1 <sup>3</sup> / <sub>8</sub>		Aug.	9	1 <sup>1</sup> / <sub>2</sub>	1 <sup>3</sup> / <sub>8</sub>
"	27	1 <sup>1</sup> / <sub>2</sub>	1 <sup>1</sup> / <sub>2</sub>	"	12	1 <sup>1</sup> / <sub>2</sub>	1 <sup>1</sup> / <sub>2</sub>
April	3	1 <sup>1</sup> / <sub>2</sub>	1 <sup>3</sup> / <sub>8</sub>	"	14	1 <sup>1</sup> / <sub>2</sub>	1 <sup>1</sup> / <sub>2</sub>
"	7	1 <sup>1</sup> / <sub>2</sub>	1 <sup>3</sup> / <sub>8</sub>	"	18	1 <sup>1</sup> / <sub>2</sub>	1 <sup>1</sup> / <sub>2</sub>
"	15	1 <sup>1</sup> / <sub>2</sub>	1 <sup>1</sup> / <sub>4</sub>	"	23	1 <sup>1</sup> / <sub>2</sub>	1 <sup>1</sup> / <sub>2</sub>
"	16	1 <sup>1</sup> / <sub>4</sub> to 1 <sup>3</sup> / <sub>8</sub>	1 <sup>1</sup> / <sub>8</sub> to 1 <sup>1</sup> / <sub>4</sub>	"	26	1 <sup>1</sup> / <sub>2</sub>	1 <sup>1</sup> / <sub>2</sub>
"	17	1 <sup>1</sup> / <sub>2</sub>	1 <sup>1</sup> / <sub>4</sub>	"	30	1 <sup>1</sup> / <sub>2</sub>	1 <sup>1</sup> / <sub>2</sub>
"	29		1 to 1 <sup>3</sup> / <sub>8</sub>	Sept.	1	1 <sup>1</sup> / <sub>2</sub>	1 <sup>1</sup> / <sub>2</sub>
"	30		1 <sup>3</sup> / <sub>8</sub>	"	3	1 <sup>1</sup> / <sub>2</sub>	1 <sup>1</sup> / <sub>2</sub>
May	1	1 <sup>1</sup> / <sub>4</sub>		"	5	1 <sup>1</sup> / <sub>2</sub>	1 <sup>1</sup> / <sub>4</sub>
"	2	1 <sup>1</sup> / <sub>4</sub>	1 <sup>3</sup> / <sub>8</sub>	"	10	1 <sup>1</sup> / <sub>2</sub>	1 <sup>1</sup> / <sub>4</sub>
"	3	1 <sup>1</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>4</sub>	"	11	1 <sup>1</sup> / <sub>2</sub>	1 <sup>1</sup> / <sub>8</sub> to 1 <sup>1</sup> / <sub>4</sub>
"	6	1 <sup>1</sup> / <sub>2</sub>	1 <sup>1</sup> / <sub>2</sub>	"	13	1 <sup>1</sup> / <sub>2</sub>	1 <sup>1</sup> / <sub>2</sub>
"	21	1 <sup>1</sup> / <sub>2</sub>	1 <sup>1</sup> / <sub>4</sub>	"	15	1 <sup>1</sup> / <sub>2</sub>	1 <sup>1</sup> / <sub>2</sub>
"	24	1 <sup>1</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>2</sub>	"	16	1 <sup>1</sup> / <sub>2</sub>	1 <sup>1</sup> / <sub>2</sub>
June	5	1 <sup>1</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>4</sub>	"	19		1 <sup>1</sup> / <sub>2</sub>
"	9	1 <sup>1</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>4</sub>	"	20	1 <sup>5</sup> / <sub>8</sub>	1 <sup>1</sup> / <sub>2</sub>
"	11	1 <sup>1</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>2</sub>	Oct.	4		1 <sup>1</sup> / <sub>2</sub>
July	26		1	"	6		1 <sup>1</sup> / <sub>2</sub>
"	28		1 to 1 <sup>1</sup> / <sub>8</sub>	"	8	1 <sup>1</sup> / <sub>2</sub>	1 <sup>3</sup> / <sub>8</sub>
"	29	1 <sup>1</sup> / <sub>2</sub>	1	"	14		1 <sup>1</sup> / <sub>2</sub> to 1 <sup>1</sup> / <sub>2</sub>
"	31	1 <sup>1</sup> / <sub>2</sub>	1 <sup>1</sup> / <sub>2</sub>	"	15		1 <sup>1</sup> / <sub>2</sub>
Aug.	4		1 <sup>1</sup> / <sub>4</sub> to 1 <sup>3</sup> / <sub>8</sub>	"	18	1 <sup>3</sup> / <sub>8</sub>	1 <sup>1</sup> / <sub>2</sub>
"	5	1 <sup>3</sup> / <sub>8</sub>	1 <sup>1</sup> / <sub>2</sub>	"	21		1 <sup>1</sup> / <sub>2</sub> to 1 <sup>1</sup> / <sub>2</sub>
"	8	1 <sup>3</sup> / <sub>8</sub> to 1 <sup>1</sup> / <sub>2</sub>	1 <sup>1</sup> / <sub>4</sub> to 1 <sup>3</sup> / <sub>8</sub>	"	22		1 <sup>1</sup> / <sub>2</sub>



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AVERAGE LAKE FREIGHTS.

The following statement shows the average rates of lake freights on wheat and corn between Chicago and Buffalo during each month in the past ten years, the highest and lowest rate on wheat in each year, and the average rate on wheat each year in cents, per bushel :—

(Per Report of the Secretary of Merchants' Exchange, Buffalo.)

	May.	June.	July.	Aug.	Sept.	Oct.	Nov.
Grain, bushels.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.
1893 {Wheat . . . . .	1·3	1·8	1·2	1·3	1·7	2·1	2·0
{Corn . . . . .	1·2	1·6	1·1	1·2	1·5	1·9	1·8
Highest rate, wheat, 1893, 2 $\frac{3}{4}$ c.; lowest, 1c.; average for the season, 1·6c.							
1894 {Wheat . . . . .	1·4	1·2	0·9	1·0	1·4	1·1	1·3
{Corn . . . . .	1·2	1·1	0·9	0·9	1·3	1·0	1·3
Highest rate, wheat, 1894, 3c.; lowest, $\frac{7}{8}$ c.; average for the season, 1·2c.							
1895 {Wheat . . . . .	1·2	1·2	1·1	1·6	2·1	3·0	3·0
{Corn . . . . .	1·1	1·1	1·0	1·4	1·9	2·9	2·7
Highest rate, wheat, 1895, 3c.; lowest, 1c.; average for the season, 1·9c.							
1896 {Wheat . . . . .	1·6	1·5	1·2	1·3	1·4	2·0	2·1
{Corn . . . . .	1·4	1·3	1·1	1·2	1·2	1·9	1·9
Highest rate, wheat, 1896, 2 $\frac{3}{4}$ c.; lowest, 1 $\frac{1}{4}$ c.; average for the season, 1·7c.							
1897 {Wheat . . . . .	1·3	1·2	1·3	1·5	2·0	1·8	1·5
{Corn . . . . .	1·2	1·1	1·2	1·4	1·8	1·7	1·4
Highest rate, wheat, 1897, 2 $\frac{3}{4}$ c.; lowest, 1c.; average for the season, 1·5c.							
1898 {Wheat . . . . .	1·3	0·1	0·9	1·2	1·4	2·5	2·3
{Corn . . . . .	1·2	0·8	0·8	1·1	1·3	2·3	2·1
Highest rate, wheat, 1898, 3 $\frac{1}{4}$ c.; lowest, 1 $\frac{1}{4}$ c.; average for the season, 1·5c.							
1899 {Wheat . . . . .	2·0	2·0	2·2	2·5	3·1	3·5	2·5
{Corn . . . . .	1·8	1·9	2·0	2·3	3·2	3·4	2·3
Highest rate, wheat, 1899, 3 $\frac{3}{4}$ c.; lowest, 1 $\frac{7}{8}$ c.; average for the season, 2·5c.							
1900 {Wheat . . . . .	1·8	1·9	2·1	1·6	1·7	1·7	2·0
{Corn . . . . .	1·6	1·7	2·0	1·5	1·6	1·5	1·8
Highest rate, wheat, 1900, 3c.; lowest, 1 $\frac{1}{4}$ c.; average for the season, 1·8c.							
1901 {Wheat . . . . .	1·9	1·5	1·6	1·3	1·6	1·3	2·0
{Corn . . . . .	1·8	1·3	1·4	1·2	1·5	1·2	1·2
Highest rate, wheat, 1901, 2 $\frac{1}{2}$ c.; lowest, 1 $\frac{1}{4}$ c.; average for the season, 1·60c.							
1902 {Wheat . . . . .	1·3	1·3	1·2	1·6	1·5	1·7	1·9
{Corn . . . . .	1·2	1·1	1·1	1·4	1·4	1·6	1·7
Highest rate, wheat, 1902, 2 $\frac{1}{2}$ c.; lowest, 1 $\frac{3}{8}$ c.; average for the season, 1·5c.							

LAKE FREIGHTS FROM DULUTH TO BUFFALO ON WHEAT (AS REPORTED BY THE SEC. OF THE MERCHANTS' EXCHANGE, BUFFALO, N.Y.)

The following statement shows the Lake Freight rates on Wheat from Duluth to Buffalo, during the season of 1902 :—

1902.	Wheat, Bushels.	1902.	Wheat, Bushels.
	Cts.		Cts.
March 31 . . . . .	2 $\frac{1}{4}$	June 14 . . . . .	1
April 1 . . . . .	2 $\frac{1}{4}$	" 15 . . . . .	1 $\frac{1}{4}$
" 7 . . . . .	2 $\frac{1}{8}$	" 20 . . . . .	1
" 19 . . . . .	2	July 15 . . . . .	1 $\frac{1}{4}$
" 21 . . . . .	1 $\frac{3}{4}$	" 17 . . . . .	1 $\frac{1}{8}$
" 22 . . . . .	1 $\frac{3}{8}$	August 1 . . . . .	1 $\frac{3}{8}$
" 28 . . . . .	1 $\frac{1}{2}$	Sept 2 . . . . .	2
May 21 . . . . .	1 $\frac{5}{8}$	October 18 to close . . . . .	2 $\frac{1}{4}$
June 6 . . . . .	1 $\frac{1}{2}$		

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In 1885 the range of freights on wheat, Duluth to Buffalo, was  $1\frac{1}{2}$  to 5c.; in 1886,  $3\frac{1}{4}$  to 8c.; in 1887, 5 to 8c.; in 1888, 2 to 5c.; in 1889, 2 to 5c.; in 1890, 2 to 5c.; in 1891,  $1\frac{1}{4}$  to  $9\frac{1}{2}$ c.; in 1892,  $2\frac{1}{4}$  to 4c.; in 1893,  $1\frac{1}{4}$  to  $3\frac{1}{2}$ c.; in 1894,  $1\frac{1}{4}$  to 3c.; in 1895, 2 to 6c.; in 1896,  $1\frac{1}{4}$  to 3c.; in 1897, 1 to  $2\frac{1}{2}$ c.; in 1898, 1 to  $3\frac{1}{2}$ c.; in 1899,  $2\frac{1}{2}$  to 6c.; in 1900,  $1\frac{1}{2}$  to  $3\frac{3}{4}$ c.; in 1901,  $1\frac{1}{8}$  to  $3\frac{3}{4}$ c., and in 1902, 1 to  $2\frac{1}{4}$ c. per bushel.

The first departure by lake, at Duluth in 1902 was on March 31; in 1901 was on May 6; in 1900 was on April 22; in 1899, on April 29; in 1898, was on April 16; in 1896, on April 22, and in 1895, on April 21. In 1894 season opened on April 19; in 1893, on May 8; in 1892, on April 21; in 1891, on April 30; in 1890, on March 26; in 1889, on April 20; in 1888, on May 12; in 1887, May 4; in 1886, on May 7.

Wheat was shipped at Kingston, Canada, per bushel, during the season of 1887, at  $6\frac{1}{4}$  to  $7\frac{3}{4}$ c.; in 1888, at 4 to 5c.; in 1889, at —; in 1890,  $5\frac{3}{4}$ ,  $5\frac{1}{2}$ ,  $4\frac{1}{2}$ ,  $4\frac{1}{4}$ , 4c.; in 1891, during May,  $3\frac{3}{4}$ ,  $3\frac{1}{2}$ ,  $2\frac{1}{2}$ c.; during June, 3c.; and on July 25,  $2\frac{1}{2}$ c.; in 1892, 5c. in April; 5 to  $5\frac{1}{4}$ c. in May; 4c. in June;  $4\frac{1}{2}$ c. in July; 3c. in August; 6 to  $6\frac{1}{4}$ c. in October; in 1893, ranged from  $5\frac{1}{2}$  to  $4\frac{1}{2}$ c. in April;  $4\frac{1}{2}$  to  $4\frac{3}{4}$ c. in May; 4 to  $3\frac{1}{2}$ c. in June;  $2\frac{3}{4}$  to 3c. in July;  $3\frac{1}{2}$  to  $3\frac{3}{4}$ c. in September; no figures quoted after that date. In 1894 ranged from  $3\frac{1}{4}$  to  $3\frac{1}{2}$ c. in May;  $3\frac{1}{2}$ c. in June;  $2\frac{1}{2}$ c. in July;  $2\frac{1}{2}$  to  $3\frac{1}{4}$ c. in August; 4c. in September, and  $4\frac{1}{4}$ c. in October. On August 25 and November 3, 1894, wheat to Ogdensburg, at  $3\frac{1}{4}$ c. and  $4\frac{1}{2}$ c., respectively. In 1895, wheat to Kingston from 3c. to 5c. In 1896, wheat to Kingston from 3c. to  $5\frac{1}{2}$ c.; and in 1897, wheat to Kingston 3c. to  $3\frac{1}{8}$ c., according to time of year; 1898 and 1899 not given.

## LAKE FREIGHTS FROM TOLEDO TO BUFFALO ON WHEAT.

The following statements show the ruling rates of lake freights on wheat from Toledo to Buffalo, during the season of 1902 on the dates specified, as reported by the Secretary Merchants Exchange, Buffalo.

Date, 1902.	Wheat and Corn per Bushel.	Date, 1902.	Wheat, Bushels.
	Cts.		Cts.
Opening to July 29.....	$1\frac{1}{4}$	October 29 to December.....	$1\frac{1}{2}$
July 29 to August 9.....	$1\frac{1}{8}$	December 1 to December 10.....	2
August 9 to October 29.....	$1\frac{1}{4}$		

The range for 1886 was  $1\frac{3}{4}$  to 3c.; for 1887,  $2\frac{1}{4}$  to 3c.; for 1888,  $1\frac{1}{2}$  to  $2\frac{1}{8}$ c.; for 1889;  $1\frac{3}{4}$  to 2c.; for 1890,  $1\frac{1}{2}$  to 2c.; for 1891, 1 to 3c.; for 1892,  $1\frac{1}{2}$  to  $2\frac{1}{2}$ c.; for 1893, 1 to 2c., for 1894, 1 to 2c.; for 1895, 1 to  $2\frac{1}{4}$ c.; for 1896,  $1\frac{1}{4}$  to  $1\frac{3}{4}$ c.; for 1897, 1 to  $1\frac{1}{4}$ c., and for 1898, 1 to  $1\frac{1}{2}$ c.; for 1899,  $1\frac{1}{2}$  to 2c.; for 1900,  $1\frac{1}{2}$  to 2c. for 1901,  $1\frac{1}{4}$  to  $1\frac{1}{2}$ c., and for 1902,  $1\frac{1}{8}$  to 2c. per bushel.

From Toledo to Ogdensburg, wheat and corn shipped at 6 to 7c. in 1887; at  $4\frac{1}{2}$  to 6c. for wheat and 5c. for corn in 1888; and 5 to  $5\frac{7}{8}$ c. for wheat in 1889 per bushel. From Toledo, on October 8, 1887, corn shipped to Kingston at  $3\frac{1}{2}$ c., and on November 12, at  $4\frac{1}{2}$ c. per bushel. In 1888, corn Toledo to Kingston,  $4\frac{1}{4}$  to 3c.; and wheat at  $3\frac{1}{2}$  to 3c. per bushel. In 1889, wheat Toledo to Kingston, 3c.; and in 1891, rye Toledo to Kingston at 3c. per bushel. From Toledo, on June 2, 1887, wheat shipped to Montreal by propeller at  $6\frac{1}{2}$ c.; on June 14, corn at same price; but on September 26, the rate on corn was only 5c. per bushel. In 1888, corn Toledo to Montreal, at 6 to  $5\frac{3}{4}$ c. and wheat at  $5\frac{1}{2}$ c. per bushel. From 1889 to 1899, no shipments to Montreal or other places in Canada reported.



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CANAL FREIGHT FROM BUFFALO TO NEW YORK.

The following shows the changes in the ruling rates of freight to New York from Buffalo, on the days specified in 1902 (as reported by the Secretary, Merchants' Exchange, Buffalo).

Date, 1902.	Wheat, Bushels.	Corn, Bushels.	Date, 1902.	Wheat, Bushels.	Corn, Bushels.
	Cts.	Cts.		Cts.	Cts.
April 24.....	4	3 <sup>5</sup> / <sub>8</sub>	October 11.....	3 <sup>3</sup> / <sub>4</sub>	3 <sup>1</sup> / <sub>2</sub>
June 21.....	3 <sup>3</sup> / <sub>8</sub>	3 <sup>1</sup> / <sub>4</sub>	October 15.....	4	3 <sup>3</sup> / <sub>4</sub>
September 9.....	4	3 <sup>3</sup> / <sub>4</sub>	Nov. 1 to close.....	4 <sup>1</sup> / <sub>8</sub>	3 <sup>5</sup> / <sub>8</sub>
October 3.....	3 <sup>1</sup> / <sub>2</sub>	3 <sup>1</sup> / <sub>4</sub>			

The freight on oats varied from 2<sup>3</sup>/<sub>8</sub> to 3c. per bushel. Pine lumber, per 1,000 feet, was carried from Buffalo to Tonawanda to New York as follows: Opened at \$2.00; June, \$2.00; July, \$1.85; August, \$1.80; September, \$1.75; October, \$2 to close \$2.25. Rates to Albany opened \$1.50; June, \$1.50; July, August, September, \$1.40; October, \$1.50 to close \$1.75.

AVERAGE CANAL FREIGHTS.

BUFFALO TO NEW YORK.

The following statement shows the average rates of canal freights on wheat and corn between Buffalo and New York during each month in the past ten years, and the highest and lowest rates on wheat and average rate on wheat in each:—

(Reported by Sec. Merchants' Exchange, Buffalo.)

Grain.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.
	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.
1893 { Wheat .. . . . . .	4·8	4·8	4·6	4·6	4·0	4·7	4·8
1893 { Corn . . . . .	4·4	4·4	4·3	4·2	3·6	4·3	4·5
Highest rate, wheat, 1893, 5c.; lowest, 2·6c.; average for the season, 4·6c.							
1894 { Wheat .. . . . . .	3·1	2·9	3·3	3·4	3·6	2·9	3·0
1894 { Corn . . . . .	2·8	2·6	3·0	3·1	3·3	2·6	2·7
Highest rate, wheat, 1894, 4c.; lowest, 3·6c.; average for the season, 3·2c.							
1895 { Wheat .. . . . . .	1·9	1·7	2·0	2·0	2·1	2·5	2·7
1895 { Corn . . . . .	1·7	1·5	1·7	1·7	2·0	2·2	2·5
Highest rate, wheat, 1895, 3c.; lowest, 1·9c.; average for the season, 2·2c.							
1896 { Wheat .. . . . . .	3·7	3·7	3·7	3·7	3·7	3·7	3·8
1896 { Corn . . . . .	3·5	3·5	3·5	3·5	3·5	3·5	3·6
Highest rate, wheat, 1896, 4c.; lowest, 3·1c.; average for the season, 3·7c.							
1897 { Wheat .. . . . . .	2·6	2·2	2·3	2·5	3·3	3·1	3·5
1897 { Corn . . . . .	2·2	1·8	2·0	2·2	2·8	2·6	3·0
Highest rate, wheat, 1897, 3·5c.; lowest, 2c.; average for the season, 2·8.							
1898 { Wheat .. . . . . .	3·0	2·9	2·8	2·7	2·6	3·0	3·0
1898 { Corn . . . . .	2·5	2·3	2·4	2·1	2·2	2·6	2·6
Highest rate, wheat, 1898, 3·4c.; lowest, 2·5c.; average for the season, 2·8c.							
1899 { Wheat .. . . . . .	2·5	2·7	2·4	2·5	2·5	3·6	4·2
1899 { Corn . . . . .	2·3	2·3	2·1	2·1	2·2	3·0	3·5
Highest rate, wheat, 1899, 4·5c.; lowest, 2·5c.; average for the season, 3c.							
1900 { Wheat .. . . . . .	2·4	2·2	2·3	2·3	2·2	2·7	3·5
1900 { Corn . . . . .	2·1	2·0	2·1	2·0	2·0	2·4	3·0
Highest rate, wheat, 1900, 3 <sup>1</sup> / <sub>2</sub> c.; lowest, 2c.; average for the season, 2·5c.							
1901 { Wheat .. . . . . .	3·4	3·2	3·2	3·2	3·3	4·0	4·1
1901 { Corn . . . . .	2·7	2·8	2·8	2·9	3·1	3·7	3·8
Highest rate, wheat, 1901, 4 <sup>3</sup> / <sub>8</sub> c.; lowest, 3 <sup>1</sup> / <sub>2</sub> c.; average for the season, 3·5c.							
1902 { Wheat .. . . . . .	4·0	3·8	3·3	3·3	3·8	4·0	4·1
1902 { Corn . . . . .	3·6	3·4	3·1	3·1	3·5	3·7	3·8
Highest rate, wheat, 1902, 4 <sup>1</sup> / <sub>2</sub> c.; lowest, 3 <sup>3</sup> / <sub>8</sub> c.; average for season, 3·8c.							

NOTE.—Canal free of tolls since 1882.

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## FREIGHT, TOLLS, ELEVATING AND STORAGE RATES COMPARED.

The following statement shows the receipts of grain and flax seed at Buffalo, the average canal freight on wheat, and the tolls on wheat to New York, and the elevating and storage rates at Buffalo for a series of years (as reported by Secretary, Merchants' Exchange, Buffalo):—

Year.	Grain received.		Average Canal Freight on Wheat.	Tolls on Wheat.	Elevating, including, Storage.
	Bush.	Cts.	Cts.	Cts.	Cts.
1870	32,208,039	11·2	3·1	1½	
1871	61,319,313	12·6	3·1	1½	
1872	58,703,666	13·0	3·1	1½	
1873	65,498,955	11·4	3·1	1½	
1874	55,660,198	10·0	3·1	1½	
1875	52,833,451	7·9	2·0	1	
1876	44,207,121	6·6	2·0	1	
1877	61,822,292	7·4	1·0	1	
1878	78,828,443	6·0	1·0	1	
1879	75,089,768	6·8	1·0	1	
1880	105,133,009	6·5	1·0	1	
1881	56,389,827	4·7	1·0		
1882	51,501,503	5·4	1·0		
1883	65,722,080	4·9	None.		
1884*	58,011,800	4·2	do		
1885*	52,671,090	3·8	do		
1886*	75,570,850	5·0	do		
1887*	87,073,570	4·6	do		
1888*	73,977,390	3·4	do		
1889*	92,290,550	4·8	do		
1890*	91,994,680	3·8	do		
1891*	135,315,510	3·5	do		
1892*	138,872,560	3·5	do		
1893*	140,796,410	4·6	do		
1894*	105,435,577	3·2	do		
1895*	121,225,497	2·2	do		
1896*	172,474,664	3·7	do		
1897*	204,964,103	2·8	do		
1898*	221,383,945	2·8	do	nothing	
1899*	153,393,184	3·0	do		
1900*	157,655,968	2·5	do		
1901	132,646,828	3·5	do		
1902	124,62,4386	3·8	do		

NOTE.—Prior to 1870 tolls 6·2½ cents per bushel, and the elevating charge 2 cents per bushel.

\* Including flax seed.



SESSIONAL PAPER No. 20

## AVERAGE FREIGHT CHARGES PER BUSHEL.

For the transportation of Wheat and Corn from Chicago to New York for a series of years.

(From Report of Board of Trade, Chicago.)

Year.	CORN.			WHEAT.		
	By lake and canal.	By lake and rail.	By all rail.	By lake and canal.	By lake and rail.	By all rail.
1858	·127		·3619	·1550		·3861
1859	·1570		·3248	·1663		·3480
1860	a·0833		·3248	a·095		·3480
1861	a·1062		·3881	a·1210		·4158
1862	a·0957		·4480	a·1062		·4800
1863	a·063		·4592	a·072		·4920
1864	a·09		·5600	a·0952		·60
1865	a·0864		·4188	a·0894		·4488
1866	a·1075		·4312	a·1377		·4620
1867	a·0511		·4176	a·08		·4475
1868	a·0604		·3532	a·0802		·3784
1869	a·0584	·2355	·3320	a·0651	·2520	·3557
1870	a·16	·2220	·28	a·0677	·2250	·30
1871	a·0754	·2372	·2968	a·0687	·2542	·3180
1872	a·1072	·2660	·3266	a·1110	·2950	·3499
1873	a·0816	·2298	·2893	a·0917	·2461	·3102
1874	a·0382	·1388	·2450	a·0400	·1709	·2625
1875	a·034	·1303	·2240	a·0378	·1389	·2400
1876	b·0875	·1079	·1574	b·0982	·1136	·1686
1877	b·0959	·1406	·1890	b·1109	·1546	·2050
1878	b·0883	·1053	·1652	b·0996	·1209	·1770
1879	b·1049	·1220	·1456	b·1187	·1313	·1774
1880	b·1341	·1443	·1748	b·1313	·1580	·1980
1881	b·0777	·0942	·1340	b·0867	·1049	·1440
1882	b·0672	·1028	·1350	b·0723	·1091	·1447
1883	b·0803	·11	·1512	b·0901	·1163	·1620
1884	b·0655	·085	·1232	b·07	·10	·1320
1885	b·063	·0801	·1232	b·0654	·0902	·1320
1886	b·0845	·1120	·14	b·0910	·12	·1500
1887	b·0850	·1120	·1470	b·0950	·12	·1575
1888	b·0671	·1026	·1354	b·0705	·1114	·1450
1889	b·0632	·0819	·126	b·0692	·0897	·1500
1890	b·0593	·0732	·1136	b·0676	·0852	·1430
1891	b·0632	·0753	·1400	b·0695	·0857	·1500
1892	b·0595	·0721	·1296	b·0645	·0759	·1380
1893	b·0718	·0797	·1365	b·0766	·0848	·1463
1894	b·0493	·0650	·1232	b·0511	·0700	·1320
1895	b·0450	·0640	·1029	b·0486	·0696	·1189
1896	b·0575	·0615	·1050	b·0619	·0661	·1200
1897	b·0453	·0692	·1143	b·0522	·0742	·1250
1898	‡·0381	·0441	·0980	‡·0445	·0491	·1200
1899	‡·0508	·0583	·1008	‡·0581	·0663	·1160
1900	‡·0407	·0472	·0919	‡·0449	·0510	·0996
1901	‡·0461	·0516	·0921	‡·0511	·0554	·0988
1902	‡·0483	·0551	·0994	‡·0526	·0589	·1062

a To Buffalo only. b Including Buffalo charges and tolls. ‡ Exclusive of Buffalo charges.

3-4 EDWARD VII., A. 1904

FOREIGN FREIGHT RATES.

ANNUAL average 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.

Shipped to	Articles.	1902.	1901.	1900.	1899.	1898.
		\$	\$	\$	\$	\$
Liverpool	Grain	2085	2147	2498	2972	3435
"	Sacked flour	2350	2300	2790	3012	3766
"	Provisions	3625	3600	4884	4050	4715
Glasgow	Grain	2175	2410	3098	3235	3600
"	Sacked flour	2275	2438	3156	3125	3906
"	Provisions	4188	4516	5531	4469	5250
London	Grain	2175	2323	3110	3060	3500
"	Sacked flour	2400	2550	3501	3350	3725
"	Provisions	3906	4475	5587	4414	4969
Antwerp	"	4150	4625	5109	4750	5250
Hamburg	"	3900	4400	5000	4600	5200
Amsterdam	"	4000	4500	5100	4700	5250
Rotterdam	"	4000	4500	5100	4700	5250
Copenhagen	"	4200	4775	5531	5172	5813
Stockholm	"	4500	5325	6450	6297	6925
Stettin	"	4200	4775	5531	5172	5813
Bordeaux	"	5125	5425	6412	5912	6575

LAKE FREIGHTS ON COAL FROM BUFFALO TO CHICAGO AND OTHER PORTS.

The following statement shows the average freight rate on Coal per net ton, in cents from Buffalo to the ports named, during the seasons of 1901 and 1902.

(Buffalo Merchants' Exchange.)

	1902.	1901.
Freight on hard Coal, Buffalo to Chicago, per ton	48	50
" " " Milwaukee "	54	50
" " " Duluth "	43	38



TOTAL VALUES of Merchandise Received from British North America for Immediate Transit across United States Territory, for Immediate Transshipment in Ports of the United States to British North America, and so shipped, during each Year from 1873 to 1902 inclusive.

YEAR ENDING JUNE 30.	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 Northwest Territories.	British Columbia.	Newfoundland and Labrador.	Total.	Nova Scotia, New Brunswick, and Prince Edward Island.	Quebec, Ontario, Manitoba and the Northwest 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	13,616,344	97,691		14,163,690	7,150,036	19,843,169	317,534		27,310,739
1875	443,570	17,342,933	256,074		18,042,577	8,999,596	20,283,639	517,060		29,800,295
1876	261,443	22,134,275	195,047	1,137	22,591,902	9,102,600	14,658,358	658,836	94	24,419,888
1877	160,658	12,092,619	218,418		12,471,695	2,879,422	15,551,238	544,018	2,475	18,977,153
1878	163,978	11,627,114	412,966		12,204,058	951,268	11,436,470	524,013	934	12,912,685
1879	194,129	11,606,832	280,079	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	855,784	1,190	37,595,484
1883	561,791	29,204,031	36,973	25	29,802,820	2,455,557	35,878,389	971,307	7,335	39,312,568
1884	656,233	12,574,953	188,041		13,419,227	1,740,900	19,717,466	1,475,833	5,186	22,939,385
1885	933,806	12,280,483	308,691	633	13,523,613	1,635,442	16,448,942	1,615,293	781	19,700,458
1886	1,165,973	9,303,864	359,104	32,079	10,861,020	2,040,298	16,369,429	1,825,178	6,174	20,241,079
1887	1,684,730	9,606,175	213,816		11,504,721	1,621,748	19,930,296	635,841	70	22,187,955
1888	1,525,048	6,417,701	372,934	27,134	8,542,817	1,781,028	13,459,169	370,322	1,137	13,611,656
1889	2,596,233	8,355,178	294,859	89,853	11,336,123	2,484,787	18,993,957	665,527	2,704	22,146,975
1890	3,070,657	12,449,772	306,897	174,584	16,001,910	5,277,210	21,140,198	913,106	4,690	27,335,204
1891	3,859,079	15,310,945	422,806	187,640	19,780,470	5,605,614	21,695,992	547,144	34,273	27,883,023
1892	4,393,062	19,005,704	201,373	328,116	23,928,255	2,079,783	24,189,181	428,188	6,962	26,704,114
1893	1,009,597	16,404,425	89,565	381,986	17,885,573	2,052,357	20,232,400	409,055	26,289	22,720,111
1894	1,070,676	15,649,881	348,069	273,467	17,342,093	1,831,417	17,880,638	463,471	6,640	20,182,216
1895	1,199,782	17,774,108	411,557	236,415	19,621,862	1,834,745	19,320,714	558,991	7,844	21,722,294
1896	1,118,185	18,038,931	582,469	404,020	20,143,005	1,572,783	19,441,279	772,586	1,768	21,788,416
1897	1,118,055	22,497,151	611,322	367,295	24,593,823	1,682,538	17,660,211	1,312,797	8,130	20,663,676
1898	1,440,950	35,596,039	1,744,289	555,706	39,336,984	1,536,413	22,400,622	2,294,356	19,247	26,250,638
1899	1,618,399	30,673,265	3,708,928	561,129	36,561,721	1,215,518	19,605,819	4,685,559	27,147	25,535,043
1900	2,002,264	37,657,936	3,914,668	553,031	44,127,899	1,245,771	27,452,333	2,730,612	49,555	31,478,271
1901	1,788,641	38,382,558	4,070,940	503,970	44,746,109	1,161,875	24,634,780	4,687,000	71,924	30,555,579
1902	2,206,590	54,332,135	4,531,932	639,241	61,709,898	5,086,469	27,049,441	5,441,234	31,522	37,608,666

TOTAL VALUE of Merchandise received from the Principal and other Foreign Countries for Immediate Transit across United States Territory or for Immediate Transhipment in Ports of the United States to other Foreign Countries, and so shipped, for each Year from 1868, to 1902 inclusive.

Year ending June 30.	COUNTRIES FROM WHICH RECEIVED.						COUNTRIES TO WHICH SHIPPED.						Total Value of Merchandise received and shipped.
	Great Britain and Ireland.	Germany.	British North American Possessions.	Mexico.	Cuba.	Other Countries.	Great Britain and Ireland.	Germany.	British North American Possessions.	Mexico.	Cuba.	Other Countries.	
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
1868	10,664,576	132,074	4,864,209	14,967	4,263,621	1,576,157	2,025,023	3,212,123	14,375,419	481,643	116,521	1,304,875	21,516,604
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	3,309,227	2,049,422	2,946,053	2,116,249	16,689,037	321,331	135,915	983,275	23,191,860
1871	13,473,915	322,110	7,954,060	344,179	1,367,573	1,913,200	4,031,319	1,033,307	18,406,475	346,872	345,224	1,211,840	25,375,037
1872	17,633,231	227,232	9,276,169	174,104	2,227,422	1,847,162	2,743,494	2,263,819	24,042,790	358,151	179,570	1,797,496	31,385,320
1873	19,144,815	250,704	13,394,693	286,607	5,737,904	1,284,462	5,144,175	5,622,325	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	5,391,201	3,866,642	27,310,739	665,214	520,493	1,096,387	38,850,676
1875	18,657,276	325,648	18,042,577	115,527	1,759,308	1,785,947	7,229,312	1,495,285	29,860,295	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	11,791,200	2,958,558	24,419,888	1,129,440	600,061	1,163,508	42,062,655
1877	13,732,085	337,897	12,471,695	153,852	1,095,451	1,460,793	7,758,501	1,108,298	18,977,153	329,577	306,311	776,933	29,256,773
1878	10,084,510	378,768	12,204,058	146,822	3,041,957	1,481,033	9,577,050	2,905,230	12,912,685	316,664	319,611	1,305,908	27,337,148
1879	8,795,340	521,917	12,081,095	222,320	1,954,042	1,521,153	8,175,951	2,252,572	12,889,587	330,968	174,757	1,272,032	25,095,867
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	1,775,594	33,857,749
1881	14,898,052	721,344	17,002,046	217,444	2,642,550	2,222,122	9,122,079	2,729,246	23,356,264	671,008	177,340	1,648,121	37,704,048
1882	18,911,637	755,560	28,543,178	380,100	5,662,926	3,812,058	11,592,806	5,336,361	37,595,484	800,025	319,257	2,421,526	58,065,459
1883	20,242,222	1,149,195	29,802,820	281,309	3,126,069	4,276,712	11,089,865	2,758,994	39,312,568	2,282,473	352,552	3,081,875	58,878,327
1884	14,038,694	948,901	13,419,227	408,124	3,655,568	4,345,878	5,288,389	2,960,488	22,939,385	2,748,434	221,061	2,656,635	36,814,392
1885	11,064,186	1,140,548	13,523,613	308,293	4,853,354	3,545,544	7,235,519	3,771,524	19,700,458	1,262,515	119,376	2,346,146	34,435,538
1886	13,142,644	1,462,414	10,861,020	216,078	6,797,879	4,558,229	8,510,097	3,803,566	20,241,079	1,279,399	452,700	2,751,423	37,038,264
1887	17,977,200	1,670,952	11,504,721	111,635	6,780,853	4,720,760	10,052,219	4,353,992	22,187,955	2,002,476	608,121	3,561,358	42,766,121
1888	13,707,240	1,817,511	8,342,817	120,497	4,820,846	4,534,298	6,853,195	2,551,043	15,611,656	3,766,180	563,539	3,997,596	33,343,209
1889	19,080,647	2,582,456	11,336,123	296,654	9,054,736	5,052,610	9,233,659	4,581,064	22,146,975	4,781,110	892,158	5,768,287	47,403,253
1890	20,664,427	2,735,546	16,002,384	639,050	9,759,256	5,898,763	10,656,465	5,097,434	27,335,678	4,944,149	1,215,399	6,450,301	55,699,426
1891	20,879,851	2,819,238	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
1892	21,334,783	2,930,571	23,928,255	1,383,455	11,054,445	8,936,228	20,141,862	6,995,419	26,704,114	4,953,911	1,472,980	9,299,451	69,567,737
1893	20,387,339	3,466,885	17,885,573	1,652,200	10,131,171	14,426,669	18,511,287	7,986,637	22,720,111	4,607,549	2,034,761	12,089,492	67,949,837
1894	19,641,622	3,717,740	17,342,093	1,858,367	9,916,742	19,031,011	18,394,865	11,154,933	20,182,216	4,543,455	2,586,919	16,645,187	71,507,575
1895	18,531,083	4,122,899	19,621,862	2,515,091	10,420,277	10,465,981	20,562,325	6,684,735	21,722,294	4,512,293	1,951,985	10,243,561	65,677,193
1896	19,420,751	3,460,489	20,143,605	1,797,161	11,668,243	13,272,521	20,022,263	7,942,844	21,788,416	5,210,607	1,890,705	12,907,932	69,762,770
1897	17,513,324	3,183,390	24,593,823	1,903,924	9,589,820	13,275,822	24,809,259	5,333,860	20,663,676	5,320,563	2,058,454	11,874,291	70,060,103
1898	18,931,226	3,775,038	39,336,984	2,625,521	4,763,587	11,587,069	33,276,696	3,807,811	26,250,638	5,543,843	1,728,780	10,411,607	81,019,375
1899	16,594,043	4,069,828	36,561,721	3,519,942	8,372,450	10,910,462	29,695,600	5,711,338	25,535,043	5,669,214	2,760,086	10,657,165	80,028,446
1900	23,152,099	3,915,766	44,127,899	4,245,695	9,316,066	13,793,937	37,383,450	6,488,502	31,478,271	6,965,660	3,484,521	12,751,058	98,551,462
1901	21,771,394	4,681,613	44,746,109	4,659,259	15,680,902	14,821,842	37,506,242	14,204,010	30,555,579	8,110,116	3,577,929	12,407,243	106,361,119
1902	22,782,353	4,826,666	61,709,898	5,303,403	10,598,013	13,305,527	50,307,083	6,701,903	37,608,666	8,083,313	3,128,575	14,696,320	118,525,840



FOREIGN CARRYING TRADE.

VALUE 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 1902 inclusive with the percentage carried in American vessels (coin and bullion are included from 1857 to 1879 inclusive), as method of transportation of specie and merchandise cannot be separately stated.

Year ending June 30.	IMPORTS.			EXPORTS.			IMPORTS AND EXPORTS.				Percentage carried in American vessels.
	In cars and other land vehicles	In American vessels.	In Foreign vessels.	In cars and other land vehicles	In American vessels.	In Foreign vessels.	In cars and other land vehicles	In American vessels.	In Foreign vessels.	Total.	
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
1857		259,116,170	101,773,971		251,214,857	111,745,825		510,331,027	213,519,796	723,850,823	70.5
1858		203,700,016	78,913,134		243,491,288	81,153,133		447,191,304	160,066,267	607,257,571	73.7
1859		216,123,428	122,644,702		249,617,953	107,171,509		465,741,381	229,816,211	695,557,592	66.9
1860		228,164,855	134,001,399		279,082,902	121,039,394		507,247,757	255,040,793	762,288,550	66.5
1861		201,544,055	134,106,098		179,972,733	69,372,180		381,516,788	203,478,278	584,995,066	65.2
1862		92,274,100	113,497,629		125,421,318	104,517,667		217,695,418	218,015,296	435,710,714	50.0
1863		109,744,580	143,175,340		132,127,891	199,880,691		241,872,471	343,056,031	584,928,502	41.4
1864		81,212,077	248,350,818		102,849,409	237,442,730		184,061,486	485,793,548	669,855,034	27.5
1865		74,385,116	174,170,336		93,017,756	262,839,588		167,402,872	437,010,124	604,412,996	27.7
1866		112,040,395	333,471,763		213,671,466	351,754,928		325,711,861	685,226,691	1,010,938,552	32.2
1867		117,209,536	300,622,035		180,625,368	280,708,368		297,834,904	581,330,403	879,165,307	33.9
1868		122,965,225	248,659,583		175,106,348	301,886,491		297,981,573	550,546,074	848,527,647	35.1
1869		136,802,024	300,512,231		153,154,748	285,979,781		289,956,772	586,492,012	876,448,784	33.1
1870		153,237,077	309,140,510		199,732,324	329,786,978		352,969,401	638,927,488	991,896,889	35.6
1871	15,187,354	163,285,710	363,020,644	7,798,156	190,378,462	392,801,932	22,985,510	353,664,172	755,822,576	1,132,472,258	31.2
1872	17,635,681	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	28.5
1873	17,070,548	174,739,834	471,806,765	10,799,430	171,566,758	494,915,886	27,869,978	346,306,592	966,723,651	1,340,899,221	25.8
1874	14,513,335	176,027,778	405,320,135	8,509,205	174,424,216	533,885,971	23,022,540	350,451,994	939,206,106	1,312,680,640	26.7
1875	13,083,859	157,872,726	382,949,568	7,304,356	156,385,066	501,838,949	20,388,235	314,257,792	884,788,517	1,119,434,544	25.8
1876	12,148,667	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	27.2
1877	10,697,640	151,834,067	329,565,833	6,767,170	164,826,214	530,354,703	17,464,810	316,660,281	859,920,536	1,194,045,627	26.5
1878	12,965,999	146,499,282	307,407,565	7,511,365	166,551,624	569,583,564	20,477,364	313,050,906	876,991,129	1,210,519,399	25.9
1879	11,983,823	143,590,353	310,499,599	7,439,862	128,425,339	600,769,633	19,423,685	272,015,692	911,269,232	1,202,708,609	22.6
1880	15,142,465	149,317,368	503,494,913	5,838,928	109,029,209	720,770,521	20,981,393	258,346,577	1,224,265,434	1,503,593,404	17.18
1881	17,193,213	133,631,146	491,840,269	8,259,308	116,955,324	777,162,714	25,452,521	250,586,470	1,269,002,983	1,545,041,974	16.22
1882	22,854,946	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	15.40
1883	23,003,048	136,002,290	564,175,576	25,089,844	104,418,210	694,331,348	48,092,892	240,420,500	1,258,506,024	1,547,020,316	15.54
1884	20,140,294	135,046,207	512,511,192	26,573,774	98,652,828	615,287,007	46,714,068	233,699,035	1,127,798,199	1,408,211,302	16.60
1885	21,149,476	112,864,052	443,513,801	24,183,299	82,001,691	636,004,765	45,332,775	194,865,743	1,079,518,566	1,319,717,084	14.76
1886	24,555,683	118,942,817	491,937,636	19,144,667	78,406,680	581,973,477	43,700,350	197,349,503	1,073,911,113	1,314,960,966	15.01
1887	27,562,059	121,365,493	543,392,216	21,389,666	72,991,253	621,802,292	48,951,725	194,356,746	1,165,194,508	1,408,502,979	13.80

VALUE of the Imports and Exports of the United States carried respectively in cars and other land vehicles, &c.—*Concluded*

Year ending June 30.	IMPORTS.			EXPORTS.			IMPORTS AND EXPORTS.				Percentage carried in American vessels.
	In cars and other land vehicles	In American vessels.	In Foreign vessels.	In cars and other land vehicles	In American vessels.	In Foreign vessels.	In cars and other land vehicles	In American vessels.	In Foreign vessels.	Total.	
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
1888	32,209,459	123,525,298	568,222,357	22,147,368	67,332,175	606,474,964	54,356,827	190,857,473	1,174,697,321	1,419,911,621	13.44
1889	38,227,861	120,782,910	586,120,881	28,436,517	83,022,198	630,942,660	66,664,378	203,805,108	1,217,063,541	1,487,533,027	13.70
1890	40,621,361	124,948,948	623,740,100	32,949,902	77,502,138	747,376,644	73,576,263	202,451,086	1,371,116,744	1,647,139,093	12.29
1891	40,932,755	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
1892	39,726,595	139,139,891	648,535,976	33,220,629	81,033,844	916,023,675	72,947,224	220,173,735	1,564,559,651	1,857,680,610	11.85
1893	44,121,094	127,095,434	695,184,394	43,862,947	70,670,073	733,132,174	87,984,041	197,765,507	1,428,316,568	1,714,066,116	12.2
1894	29,623,095	121,561,193	503,810,334	49,221,427	73,707,023	769,212,122	78,844,522	195,268,216	1,273,022,456	1,547,135,194	13.3
1895	33,201,988	108,229,615	590,538,362	49,902,754	62,277,581	695,357,830	83,104,742	170,507,196	1,285,896,192	1,589,508,130	11.7
1896	35,535,079	117,299,074	626,890,521	61,131,125	70,392,813	751,083,000	96,666,204	187,691,887	1,377,973,521	1,662,331,612	12.00
1897	35,812,620	109,133,454	619,784,338	65,082,305	79,441,823	905,969,428	100,894,925	189,075,277	1,525,753,766	1,815,723,968	11.00
1898	30,427,784	93,535,867	492,086,003	73,283,704	67,792,150	1,090,406,476	103,711,488	161,328,017	1,582,492,479	1,847,531,984	9.30
1899	33,424,821	82,050,118	581,673,550	83,870,907	78,562,088	1,064,590,307	117,295,728	160,612,206	1,646,263,857	1,924,171,791	8.9
1900	44,412,509	104,304,940	701,223,735	110,483,141	90,779,252	1,193,220,689	154,895,650	195,084,192	1,894,444,424	2,244,424,266	9.3
1901	47,100,814	93,055,493	683,015,858	111,900,931	84,343,122	1,291,520,938	159,001,745	177,398,615	1,974,536,796	2,310,937,156	8.2
1902	56,366,711	102,188,002	744,766,235	123,824,337	83,631,985	1,174,263,079	180,191,048	185,819,987	1,919,029,314	2,285,040,349	8.8

NOTE.—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.



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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 1902.

Year ending June 30.	Received for transit and transshipment from British North American Possessions.			Shipped in transit to or transshipment for British North American 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	6,938,430	27,510,739
1875.....	16,890,022	1,152,555	18,042,577	23,794,129	6,006,166	29,800,295
1876.....	21,301,262	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	19,299,966	2,849,263	22,149,229
1890.....	13,524,298	2,477,612	16,001,910	24,788,152	2,547,052	27,335,201
1891.....	18,065,925	1,714,545	19,780,470	25,185,706	2,697,317	27,883,023
1892.....	21,346,413	2,581,842	23,928,255	23,989,746	2,714,368	26,704,114
1893.....	13,807,662	4,077,911	17,885,573	20,151,432	2,568,679	22,720,111
1894.....	13,501,664	3,840,429	17,342,093	17,974,332	2,207,884	20,182,216
1895.....	14,068,922	5,552,940	19,621,862	18,752,226	2,970,068	21,722,294
1896.....	13,408,578	6,735,027	20,143,605	18,335,373	3,453,043	21,788,416
1897.....	17,665,422	6,928,401	24,593,823	18,430,841	2,232,835	20,663,676
1898.....	27,277,049	12,059,935	39,336,984	22,792,971	3,457,667	26,250,638
1899.....	28,248,759	8,312,962	36,561,721	22,593,761	2,941,282	25,535,043
1900.....	33,346,150	10,781,749	44,127,899	27,996,981	3,481,290	31,478,271
1901.....	37,680,071	7,066,038	44,746,109	27,899,903	2,655,676	30,555,579
1902.....	46,761,353	14,948,545	61,709,898	30,518,576	7,090,090	37,608,666

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

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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
1892.....	4,879	620,768	150,269	51,596	72,444	4,236	33,807
1893.....	2,367	1,093,927	252,283	49,651	24,714	6,518	20,656
1894.....	2,909	903,361	275,377	89,700	100,874	5,288	22,620
1895.....	2,240	280,550	94,403	77,868	87,839	205	59,400
1896.....	7,963	408,372	100,227	109,967	197,713	77,210	55,230
1897.....	3,206	180,035	312,776	100,337	50,345	66,387	31,489
1898.....	1,854	69,986	364,248	89,906	76,244	7,745	43,044
1899.....	1,247	282,422	92,670	78,627	93,733	5,931	22,856
1900.....	1,171	138,302	189,013	63,204	36,435	10,478	34,254
1901.....	747	214,854	87,392	55,502	88,521	10,326	99,757
1902.....	1,328	291,938	33,001	75,314	44,678	18,503	24,291

\* Apples, meal all kinds, pease, potatoes.



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on all Canals in the State of New York, during a series of thirty-four years.

Total.	HEAVY GOODS.					Total.
	Railway Iron.	Other Iron.	Salt.	Coal.	Ores.	
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	93,613	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	210,610	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
937,999	524	40,073	93,216	832,397	136,612	1,102,822
1,450,116	536	25,204	52,094	741,934	102,275	922,043
1,400,129	267	22,614	70,353	609,368	37,641	740,243
602,505	4,263	59,402	71,334	766,723	144,076	1,045,798
957,182	1,568	74,651	83,309	682,167	89,998	931,692
744,575	5,080	71,117	66,879	646,803	76,311	866,190
653,027	6,288	101,216	85,525	626,616	73,199	892,844
577,486	2,725	69,106	91,068	777,743	205,234	1,145,876
472,857	833	49,036	88,635	809,187	103,514	1,051,205
557,099	79	30,110	100,080	774,538	90,656	996,093
489,053	15	24,077	111,430	567,911	115,983	819,416

3-4 EDWARD VII., A. 1904

D.—TABLE showing the total Tonnage of the undermentioned Articles moved Up and Down

Year:	VEGETABLE FOOD.						
	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	Other Articles. †
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1869*.....	45,674	313,825	120,599	20,951	.....	904	1,937
1872.....	26,651	239,998	254,902	6,035	7,752	64	2,745
1873.....	30,665	355,847	180,169	8,225	1,194	3	3,777
1874.....	24,019	413,212	181,151	18,871	5,954	513	8,677
1875.....	13,964	253,835	103,749	35,751	3,383	917	6,337
1876.....	15,778	201,906	144,501	18,455	24,496	1,454	3,198
1877.....	13,558	253,953	169,196	19,870	2,810	2,439	2,355
1878.....	9,121	191,982	185,931	10,979	3,088	.....	2,302
1879.....	10,710	274,570	144,506	4,655	1,239	440	2,444
1880.....	12,679	242,020	163,738	17,772	477	1,016	1,480
1881.....	9,959	127,832	101,075	24,509	.....	1,844	2,086
1882.....	12,261	215,056	54,799	20,126	611	3,226	403
1883.....	13,471	152,794	182,269	10,436	731	1,642	10,983
1884.....	13,683	144,851	118,811	7,155	10,746	1,320	9,168
1885.....	13,334	124,206	117,536	15,801	1,116	.....	1,912
1886.....	19,474	154,169	219,442	1,595	4,911	564	14,657
1887.....	23,949	221,927	114,938	9,574	12,050	.....	12,533
1888.....	16,983	160,963	194,886	5,906	26,629	811	13,608
1889.....	7,931	126,664	353,595	4,272	28,356	2,673	18,552
1890.....	14,461	118,002	327,394	10,830	27,728	1,549	20,876
1891.....	13,517	198,658	185,180	8,113	52,959	65,888	28,042
1892.....	17,046	232,019	192,548	6,433	37,173	9,392	32,815
1893.....	15,235	258,392	441,092	18,599	31,283	3,671	36,981
1894.....	33,628	270,993	169,233	28,353	27,962	567	60,673
1895.....	44,044	203,088	164,894	8,689	18,236	1,007	46,463
1896.....	42,425	320,563	320,444	11,368	28,178	9,405	56,591
1897.....	9,065	324,743	390,615	14,173	25,161	8,483	44,674
1898.....	5,578	207,647	437,861	12,286	17,502	16,127	23,182
1899.....	11,625	197,732	204,004	2,907	24,037	923	18,460
1900.....	10,968	137,800	163,509	4,035	41,055	3,538	14,815
1901.....	18,978	151,586	67,756	7,119	28,485	2,961	14,024
1902.....	22,282	225,171	67,647	7,418	11,232	4,079	12,963

\* Fiscal.

† Apples, meal all kinds, pease, potatoes.

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through the Welland Canal, during a period of thirty-two years, ended Dec. 31, 1902.

HEAVY GOODS.							
Total.	Railway Iron.	Other Iron.	Salt.	Iron and Salt having paid full tolls on St. Lawrence Canals.	Coal.	Ores.	Total.
Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
503,860	68,064	16,924	91,575	37,153	103,126	58,781	275,623
538,147	26,217	17,141	50,540	44,243	186,932	98,605	3,678
579,880	6,923	20,754	40,850	17,157	339,016	118,685	43,387
647,397	6,032	12,068	23,309	9,579	323,503	56,825	431,316
417,936	1,517	7,588	13,509	9,962	321,306	43,683	397,565
409,788	51	7,997	30,300	20,327	288,211	81,654	378,540
464,181	9,630	9,696	9,173	3,983	323,869	42,758	399,109
403,403	10	11,518	3,980	12,686	295,318	15,229	338,741
438,564	2,782	5,797	7,174	17,796	192,957	19,164	245,670
442,182	5,360	4,812	413	22,273	109,986	34,139	176,983
269,395	4,585	7,013	10	30,682	128,113	18,785	189,188
306,482	.....	5,348	50	17,327	237,559	23,700	283,984
373,326	1,237	7,922	66	17,037	307,058	31,785	365,105
305,734	698	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
527,426	163	1,567	878	3,666	211,616	355	218,245
805,253	6	2,075	374	8,139	233,096	.....	243,690
591,409	.....	3,072	159	977	203,608	.....	207,816
486,421	185	6,245	54	2,819	158,866	1,140	169,309
788,974	1,192	6,332	82	3,264	223,445	1,158	235,473
816,914	7,206	17,012	227	590	176,226	.....	201,261
720,183	1,444	11,722	799	734	162,336	13,433	190,468
459,688	567	6,361	1,282	1,318	97,732	26,125	133,385
375,720	.....	8,190	533	4,800	47,392	58,400	119,315
290,909	83	6,094	327	8,773	49,480	99,487	164,244
350,792	64	7,488	.....	15,201	64,014	22,480	109,247



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E.—TABLE showing the tonnages of the undermentioned Articles cleared at Buffalo and Tonawanda, for transit through the Erie Canal, for a series of thirty-four 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	1,052,834	33.87	.....
1889. ....	845	457,922	579,526	16,380	61,175	34,167	5,160	1,155,175	46.88	.....
1890. ....	195	329,531	498,641	58,563	45,202	16,903	4,362	953,397	21.23	.....
1891. ....	1,071	733,967	137,679	43,779	14,803	66,278	2,594	1,000,171	27.18	.....
1892. ....	2,485	611,177	141,506	37,570	70,363	3,997	3,472	870,570	10.69	.....
1893. ....	424	1,086,834	240,767	38,986	21,981	6,156	243	1,395,391	77.43	.....
1894. ....	327	887,908	265,947	69,707	99,898	5,191	2,123	1,331,101	69.26	.....
1895. ....	98	271,957	83,611	71,185	85,507	205	15	508,596	.....	35.32
1896. ....	6,971	402,114	89,726	101,154	194,442	77,162	5,575	877,144	11.53	.....
1897. ....	1,665	168,870	303,761	88,293	48,591	65,490	11,965	688,635	.....	12.44
1898. ....	.....	64,760	354,917	85,359	74,336	7,367	20,818	607,557	.....	22.74
1899. ....	.....	271,848	84,370	72,892	92,919	5,839	.....	527,868	.....	32.89
1900. ....	620	129,683	184,996	53,472	33,564	10,478	25,621	438,434	.....	44.11
1901. ....	3	211,317	86,250	45,624	87,357	10,326	32,862	473,729	.....	39.76
1902. ....	.....	289,207	30,293	50,500	43,162	18,503	5,278	436,943	.....	44.44

\* Apples, meal all kinds, pease, potatoes.

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STATEMENT to Table E showing the shipment at Oswego during the same period.  
VEGETABLE FOOD.

Year.	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	Other Articles *	Total.	Increase.	Decrease.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.		
1869.....	7,361	141,360	28,585	66,794	1,113	8,569	14,033	267,815	..	....
1870.....	11,440	115,732	10,120	77,906	3,953	7,402	11,628	238,181	...	11·06
1871.....	10,043	123,173	70,218	72,675	1,806	6,250	13,259	297,424	11·05	.....
1872.....	4,773	57,865	27,148	62,172	684	6,751	10,425	169,818	...	36·59
1873.....	4,061	53,361	10,578	46,337	670	6,019	10,739	131,765	.....	50·80
1874.....		108,288	46,127	77,007	1,103	7,053	3,747	243,325	.....	9·14
1875.....	1,728	32,690	3,034	75,083	3,308	4,989	5,931	126,763	.....	52·67
1876.....	967	21,890	1,324	63,336	117	5,703	6,638	99,975	.....	62·67
1877.....	855	28,955	3,308	80,306	316	6,603	6,556	126,899	.....	52·61
1878.....	1,394	24,171	1,383	50,381	.....	10,598	5,222	93,149	.....	65·21
1879.....	734	25,740	9,268	71,693	.....	16,623	3,110	127,168	.....	52·51
1880.....	951	17,466	15,656	82,743	.....	12,598	5,996	135,410	.....	49·43
1881.....	758	25,352	8,064	62,793	200	14,444	4,027	115,638	.....	56·82
1882.....	813	20,274	4,401	70,862	416	22,265	7,773	126,804	.....	52·65
1883.....	432	22,634	535	32,557	.....	14,384	1,967	72,507	.....	73·00
1884.....	404	5,932	413	48,391	.....	12,173	2,819	70,132	.....	73·43
1885.....	519	6,484	22	45,264	.....	4,613	2,945	59,847	.....	77·62
1886.....	737	9,579	154	42,261	.....	1,671	4,814	59,216	...	77·88
1887.....	790	675	2	44,580	..	716	1,370	48,133	.....	82·02
1888.....	384	2,206	168	6,237	.....	.....	2,196	11,191	.....	95·82
1889.....	473	8,002	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	....	85·28
1892.....	273	4,806	5,657	5,283	.....	199	2,340	18,558	.....	93·07
1893.....	119	2,036	3,968	8,476	.....	237	2,784	17,620	.....	93·43
1894.....	8	10,293	10,514	17,160	.....	.....	2,609	40,584	.....	84·84
1895.....	66	3,073	7,352	1,900	1,816	.....	258	14,465	.....	94·23
1896.....		1,825	7,778	7,552	.....	.....	2,468	19,623	...	93·01
1897.....		6,588	5,550	7,349	498	219	245	20,449	.....	92·37
1898.....	160	2,111	5,886	1,450	16	.....	784	10,407	.....	96·12
1899.....	216	3,106 485	4,478	2,400	.....	.....	2,346	12,546	.....	94·61
1900.....	214		1,404	2,400	.....	.....	403	4,906	.....	98·54
1901.....	245	526	.....	5,375	.....	.....	120	6,266	.....	97·67
1902.....	159	.....	.....	3,678	3	.....	632	4,472	.....	98·34

\* Apples, meal, all kinds, potatoes.

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F.—TABLE showing the Total Way and Through Tonnage of the undermentioned Articles cleared downward on the Welland Canal during a series of thirty-two years, ended December 31, 1902.

## 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	693	7,594	64	2,300	524,889
1873 .....	30,660	345,720	180,042	643	1,188	3	3,557	563,813
1874 .....	24,017	406,157	181,128	377	5,953	.....	3,301	620,933
1875 .....	13,930	248,555	103,477	813	3,383	500	4,304	374,962
1876 .....	15,735	194,559	144,501	1,110	24,496	1,454	2,949	384,807
1877 .....	13,588	248,894	169,185	10,216	2,810	2,405	1,833	448,931
1878 .....	8,854	188,106	185,931	1,217	3,088	.....	2,100	389,296
1879 .....	10,588	271,545	114,276	803	1,196	.....	2,387	430,795
1880 .....	12,467	240,601	162,891	.....	477	.....	1,418	417,853
1881 .....	9,655	121,393	103,075	252	.....	6	1,371	235,752
1882 .....	12,205	205,876	54,797	537	.....	1,954	225	275,594
1883 .....	13,256	146,741	182,143	975	731	518	10,971	355,335
1884 .....	13,626	135,804	118,811	270	10,746	477	9,018	288,752
1885 .....	13,322	114,090	117,536	618	1,116	.....	1,628	248,310
1886 .....	19,418	146,151	218,897	.....	4,891	.....	14,581	403,928
1887 .....	23,940	210,755	114,938	1,711	12,050	.....	12,149	375,543
1888 .....	16,973	150,833	194,886	555	26,629	811	13,358	404,045
1889 .....	7,922	120,498	353,595	197	28,356	1,918	18,273	530,759
1890 .....	14,461	114,924	327,394	6,519	27,728	1,121	20,836	512,983
1891 .....	13,517	196,326	185,177	8,113	52,959	65,071	27,895	549,058
1892 .....	17,046	229,569	192,548	6,433	37,173	9,392	32,548	524,709
1893 .....	15,232	257,203	441,092	18,461	31,283	3,671	36,981	803,923
1894 .....	33,628	270,514	169,233	28,353	27,962	.....	60,587	590,277
1895 .....	43,895	202,636	164,894	8,689	18,236	.....	46,435	484,785
1896 .....	42,159	319,388	320,444	11,368	28,178	8,970	54,031	784,538
1897 .....	9,025	322,993	390,615	14,173	25,127	8,483	44,651	815,067
1898 .....	5,578	206,313	437,849	12,286	17,491	16,127	23,170	718,814
1899 .....	11,625	197,732	204,004	2,424	23,541	923	18,440	458,689
1900 .....	10,968	137,800	163,509	3,449	40,256	3,538	14,802	374,322
1901 .....	18,937	151,325	67,756	7,119	28,281	2,961	14,021	290,400
1902 .....	22,282	223,499	67,647	7,418	11,223	4,079	12,912	349,060

\* Fiscal.

† Apples, meal, all kinds, pease, potatoes.



G.—TABLE showing the Tonnage of the undermentioned Articles passed through the Welland Canal in transit between Ports in the United States during a series of thirty-two years, ended December 31, 1902.

Year.	VEGETABLE FOOD.								HEAVY GOODS.					
	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye	Other Articles.	Total.	Railway Iron.	Other Iron.	Salt.	Coal.	Ores.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1869	30,681	211,085	91,149	2,942	.....	667	1,006	337,530	68,064	14,334	89,086	28,566	35,912	235,962
1872	10,482	124,695	89,761	1,391	7,400	.....	608	234,337	24,040	13,239	49,843	95,741	59,401	242,264
1873	10,805	127,727	101,329	1,920	1,188	3	392	243,366	4,659	13,826	40,507	170,242	62,942	292,176
1874	8,230	229,053	125,627	.....	5,948	.....	5,368	374,226	5,742	8,941	22,838	203,673	19,651	260,895
1875	1,881	113,832	54,188	2,641	2,946	500	1,920	177,908	14	4,123	12,931	192,767	34,616	244,451
1876	5,187	96,247	58,138	.....	1,905	525	403	162,405	.....	5,531	29,395	167,110	25,808	227,844
1877	3,342	107,396	65,260	1,603	2,314	258	413	180,586	8,976	8,688	8,336	172,868	41,107	239,975
1878	1,316	65,542	60,026	859	277	.....	341	128,361	.....	10,713	3,892	150,583	13,535	178,723
1879	159	53,791	33,401	.....	464	.....	11	87,826	2,405	3,648	6,318	118,573	17,797	148,741
1880	.....	30,611	16,122	1,551	296	.....	.....	48,580	4,743	3,515	371	65,945	18,380	92,954
1881	.....	34,320	30,031	924	.....	.....	10	65,285	1,313	5,570	.....	83,858	6,464	97,205
1882	107	30,227	32,433	537	.....	684	14	64,002	.....	4,076	.....	158,552	14,533	177,161
1883	2,041	54,382	66,128	735	731	.....	8,579	132,496	1,209	6,901	8	196,462	24,891	229,471
1884	1,715	40,956	53,707	.....	9,874	.....	8,170	114,422	698	599	.....	210,790	15,100	227,187
1885	124	53,235	63,229	732	882	.....	1	118,203	.....	1,594	.....	198,416	15,029	215,039
1886	7,591	53,258	94,048	.....	4,790	.....	13,201	172,888	156	5,328	1	189,964	11,364	206,813
1887	11,780	37,678	83,431	1,732	12,050	.....	10,859	157,530	15	4,406	.....	82,780	627	87,828
1888	8,563	39,999	102,974	2	26,510	179	11,598	189,825	63	1,601	56	173,259	2,309	177,288
1889	5,017	39,229	147,045	.....	27,492	.....	17,225	236,208	.....	1,587	896	227,476	1,204	231,163
1890	9,204	31,527	180,842	6,519	27,030	.....	20,497	275,619	.....	504	208	162,231	1,620	164,563
1891	6,802	32,097	127,494	8,113	52,823	.....	26,115	253,444	.....	292	705	186,572	1,773	189,342
1892	11,018	26,950	131,222	6,433	36,935	.....	31,992	244,550	.....	576	2	183,895	.....	184,473
1893	6,588	28,187	198,777	16,751	23,870	864	36,352	311,389	.....	344	.....	206,827	.....	207,171
1894	17,795	53,846	105,329	28,095	27,621	.....	60,462	198,358	.....	297	.....	188,521	.....	188,818
1895	10,169	27,881	100,512	7,904	17,020	.....	46,316	209,802	181	246	.....	149,490	.....	149,917
1896	16,224	34,878	175,094	11,128	16,137	490	46,456	300,407	.....	146	.....	207,348	.....	207,494
1897	7,237	28,919	169,057	14,173	14,969	.....	41,887	276,242	965	15	.....	165,143	.....	166,123
1898	4,212	11,268	150,667	6,909	12,732	1,197	22,671	209,656	770	339	4	156,814	.....	157,927
1899	6,118	12,926	81,777	2,424	19,526	923	18,198	141,892	351	1,646	553	88,931	.....	91,481
1900	7,966	18,771	60,545	2,402	39,706	2,149	14,243	145,787	.....	953	.....	46,024	.....	46,977
1901	17,165	23,557	55,531	7,119	26,344	.....	14,016	143,732	83	80	105	46,702	.....	46,970
1902	13,785	32,639	66,111	7,418	10,006	.....	12,675	142,634	.....	214	.....	12,911	.....	13,125

\* Apples, meal, all kinds, pease, potatoes.

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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 thirty-two years, ended December 31, 1902.

Year.	Total on New York Canals.	Total on Welland Canal.	Total on New York Central and Erie Railways.	Quantity cleared at Buffalo and Tonawanda by Erie Canal.	Quantity cleared at Oswego by Canal.	Quantity cleared through the Welland Canal in transit between ports in the United States.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1869* .....	1,302,613	503,860	1,087,809	786,436	267,815	337,530
1872 .....	1,674,320	538,147	1,870,614	1,317,276	169,818	234,337
1873 .....	1,745,171	579,880	2,036,992	1,432,174	131,765	243,366
1874 .....	1,767,598	647,397	2,791,517	1,557,509	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 .....	1,498,984	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
1892 .....	937,999	527,426	5,913,013	870,570	18,558	244,550
1893 .....	1,452,563	805,253	5,107,426	1,395,391	17,620	311,389
1894 .....	1,400,129	591,409	4,281,056	1,331,101	40,584	293,148
1895 .....	602,505	486,421	3,798,574	508,596	14,465	209,802
1896 .....	957,182	788,974	5,183,540	877,144	19,623	300,407
1897 .....	744,575	816,914	5,673,638	688,635	20,449	276,242
1898 .....	653,027	720,183	7,060,542	607,557	10,407	209,656
1899 .....	577,486	459,688	6,211,827	527,868	12,546	141,892
1900 .....	472,857	375,720	6,053,005	438,434	4,906	145,787
1901 .....	557,099	290,909	6,334,001	473,729	6,266	143,732
1902 .....	489,053	350,792	6,532,263	436,943	4,472	142,634

\* Fiscal.





3-4 EDWARD VII., A. 1904

I.—STATEMENT showing the Quantity of Through 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	104,649	112	57,668	287	279,621	144	63,770	742	505,708
1894.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	
Wheat .....	98,586	54,444	79,715	37,095	268,840					
Corn .....	10,368	5,614	122,211	31,040	169,233					
Barley .....	258		28,095		28,353					
Oats .....	175	107	27,621		27,903					
Pease .....										
Rye .....										
Coal .....	1,483	1,892	61	11,109	14,545					
Miscellaneous merchandise..	16,949	664	83,198	1,977	102,788					
Shingles, woodenware, &c...	22				22					
Sawed lumber.....Ft. B.M.	8,423,295	279,830	11,719,664	31,891,456	52,313,745					
Square timber.....Cub. ft.	771,328	1,578,981			2,350,309					
Staves.....No.										
Firewood.....Cords										
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	209	108,776	151	73,895	205	223,743	101	41,327	666	447,741
1895.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	
Wheat .....	72,895	68,935	29,345	33,723	201,898					
Corn .....	16,854	3,724	126,943	17,369	164,890					
Barley .....	798	162	7,729		8,689					
Oats .....	1,531	246	16,442		18,219					
Pease .....										
Rye .....										
Coal .....	2	3,984		4,426	8,412					
Miscellaneous merchandise..	37,356	2,361	67,705	1,324	108,746					
Shingles, woodenware, &c...	20		863	1,079	1,962					
Sawed lumber.....Ft. B.M.	1,057,146	248,071	9,385,890	14,929,734	25,620,841					
Square timber.....Cub. ft.	1,027,913	2,049,368		35,000	3,112,281					
Staves.....No.										
Firewood.....Cords										
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	224	122,521	181	82,543	343	337,983	163	96,506	911	639,553
1896.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	
Wheat .....	113,331	90,979	78,741	34,476	317,527					
Corn .....	9,360	3,855	218,315	88,914	320,440					
Barley .....	240		11,128		11,368					
Oats .....	441	1,270	24,847	1,620	28,178					
Pease .....	1,403	1,354		273	3,030					
Rye .....	5,035	644	2,837	454	8,970					
Coal .....	7	11,106	1,255	629	11,997					
Miscellaneous merchandise..	29,820	1,452	82,819	4,374	117,965					
Shingles, woodenware, &c...	134		22		156					
Sawed lumber.....Ft. B.M.	2,123,213		18,259,810	27,796,146	48,179,169					
Square timber.....Cub. ft.	942,923	1,649,145		246,024	2,838,092					
Staves.....No.										
Firewood.....Cords				55	55					



3-4 EDWARD VII., A. 1904

1.—STATEMENT showing the Quantity of Through Freight passed Down the Welland Canal in Canadian and United States Vessels, &c.—*Concluded.*

ARTICLES.	CANADIAN VESSELS.				UNITED STATES VESSELS.				TOTAL.	
	Steam.		Sail.		Steam.		Sail.		Steam and Sail	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	216	114,885	109	67,475	168	182,444	71	30,309	564	395,113
1900.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	
Wheat .....	67,694	43,157	23,066	2,130	136,047					
Corn .....	39,597	31,248	78,701	13,963	163,509					
Barley .....			2,402	1,047	3,449					
Oats .....			39,706	407	40,113					
Pease .....	115		4		119					
Rye .....	1,389		2,149		3,538					
Coal .....	723	637	433	559	2,352					
Miscellaneous merchandise ..	53,649	31,536	43,344	3,564	132,093					
Shingles, woodenware, &c. ...	1,078				1,078					
Sawed lumber..... Ft. B.M.	6,847,279	5,344,258	14,984,483	18,770,405	45,946,425					
Square timber..... Cub. ft.	439,827	355,951	11,583	198,420	1,005,781					
Firewood..... Cords.	126	255			381					
Staves..... No.	1,000				1,000					
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	197	103,802	114	59,022	163	182,497	48	22,319	522	367,640
1901.	Tons.	Tons.	Tons.	Tons.	Tons.					
Wheat .....	57,641	58,973	31,955	1,241	149,810					
Corn .....	7,350	4,689	55,717		67,756					
Barley .....			7,119		7,119					
Oats .....	944		27,197		28,141					
Pease .....					2,961					
Rye .....	2,961				2,961					
Coal .....	1,960	362	357		2,679					
Miscellaneous merchandise ..	71,300	32,312	12,874	7,469	123,955					
Shingles, woodenware, &c. ...	18				18					
Sawed lumber..... Ft. B.M.	6,533,423	4,060,251	11,089,806	13,092,940	34,776,420					
Square timber..... Cub. ft.	362,441	204,682	9,384	149,531	726,038					
Firewood..... Cords.	165	264			429					
Staves..... No.										
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	196	90,791	122	73,958	191	201,339	52	22,097	561	388,185
1902.	Tons.	Tons.	Tons.	Tons.	Tons.					
Wheat .....	82,954	85,973	52,889		221,816					
Corn .....	148	1,388	66,111		67,647					
Barley .....			7,418		7,418					
Oats .....	1,200	43	9,963		11,206					
Pease .....										
Rye .....	3,808		271		4,079					
Coal .....	3,977	25,732	13,497	8,332	51,538					
Merchandise.....	33,111	8,723	38,351	1,594	81,779					
Shingles, woodenware, &c. ...	47	28	4		79					
Sawed lumber..... Ft. B.M.	13,218,960	3,256,187	25,437,287	19,540,426	61,452,860					
Square timber..... Cub. ft.	370,718	557,689		115,000	1,043,407					
Firewood..... Cords.	56	40			96					
Staves..... No.		14,000			14,000					



SESSIONAL PAPER No. 20

STATEMENT showing the Quantity of Through Freight passed UP the Welland Canal in Canadian and United States Vessels, during the Season of 1902.

ARTICLES.	CANADIAN VESSELS.				UNITED STATES VESSELS.				TOTAL.	
	Steam.		Sail.		Steam.		Sail.		Steam and Sail	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	195	95,377	116	71,311	178	187,504	42	17,982	531	372,174
1902.	Tons.		Tons.		Tons.		Tons.		Tons.	
<i>Class 3.</i>										
Cement and water lime.....	178				784				962	
Fish.....					45				45	
Iron, railway.....	1,029		10,720						11,749	
" pig.....	446				112				558	
" all other.....	3,651		341		184				4,176	
Salt.....	4								4	
Steel.....	42								42	
Articles not enumerated.....	281				1,220				1,501	
<i>Class 4.</i>										
Crockery and earthenware...	96								96	
Marble.....					1,251				1,251	
Manilla.....	1				39				40	
Nails.....	1,997								1,997	
Paint.....	110								110	
Pitch and tar.....	34								34	
Sugar.....	1,369				1,001				2,370	
Tin.....	481		25		44				550	
Merchandise not enumerated	4,449				27,021				31,470	
<i>Class 5.</i>										
Produce of wood.....	2,334		6,224		223				8,781	
<i>Special Class.</i>										
Unenumerated articles.....	65				12,392		618		13,075	
Total.....	16,567		17,310		44,316		618		78,811	

	Tons.
Canadian steam vessels carried.....	16,567
" sail.....	17,310
United States steam vessels carried.....	44,316
" sail.....	618

3-4 EDWARD VII., A. 1904

## WELLAND CANAL THROUGH FREIGHT—RECAPITULATION.

## WELLAND CANAL—WEST BOUND FREIGHT.

The total quantity of Through Freight passed up the Welland Canal in Canadian and United States vessels, during the season of navigation in 1902, is as follows:—

Summary.	Tons.	Tons.
In Canadian steam vessels.....	16,567	
"    sail    "    .....	17,310	
Total quantity in Canadian vessels.....		33,877
In United States steam vessels.....	44,316	
"    sail    "    .....	618	
Total in United States vessels.....		44,934
Grand total freight passed up the Welland Canal in Canadian and United States vessels.....		78,811

## STATEMENT of the quantity of Through Freight passed up and down on the Welland Canal, during the season of navigation in 1902.

Summary.	Tons.	Tons.
In Canadian steam vessels up.....	16,567	
"    "    down.....	154,833	
Total in Canadian steam vessels.....		171,400
In Canadian sail vessels up.....	17,310	
"    "    down.....	138,397	
Total in Canadian sail vessels.....		155,707
Total quantity in Canadian vessels.....		327,107
In United States steam vessels up.....	44,316	
"    "    down.....	230,914	
Total in United States steam vessels.....		275,230
In United States sail vessels up.....	618	
"    "    down.....	43,142	
Total in United States sail vessels.....		43,760
Total quantity in United States vessels.....		318,990
Total in Canadian and United States vessels.....		646,097
	Down or East bound.	Up or West bound.
In Canadian vessels.....	293,230	33,877
In United States vessels.....	274,056	44,934
Total.....	567,286	78,811



J.—STATEMENT OF Large Class of Vessels Lightened at the Welland Railway Elevator at Port Colborne, showing the Tonnage, Dimensions, Depth of Water, Number of Cargoes passed through the enlarged Welland Canal during the Season of Navigation 1902.

CANADIAN STEAM VESSELS.

Table with columns: Date of Arrival, Name of Vessels, Registered Tonnage, Dimensions (Length, Width, Depth), Depth of Water on Arrival, Original Cargo to the Welland Canal, Lighterage over Welland Railway, Lighterage over Welland Railway in Tons, Grain Cargo and Rolling Freight through Welland Canal, Total Cargo through Canal, Depth Water Midship through Canal, Destination, Cost of Lighterage per bushel.

CANADIAN VESSELS—SAIL.

Table with columns: Date of Arrival, Name of Vessels, Registered Tonnage, Dimensions, Depth of Water, Original Cargo, Lighterage over Welland Railway, Grain Cargo, Total Cargo, Destination, Cost of Lighterage per bushel.

UNITED STATES STEAM VESSELS.

Table with columns: Date of Arrival, Name of Vessels, Registered Tonnage, Dimensions, Depth of Water, Original Cargo, Lighterage over Welland Railway, Lighterage over Welland Railway in Tons, Grain Cargo and Rolling Freight through Welland Canal, Total Cargo through Canal, Depth Water Midship through Canal, Destination, Cost of Lighterage per bushel.

RECAPITULATION.

Summary table with columns: Category (Canadian Vessels, United States Vessels, Total), Sub-category (Steam, Sail), and various statistical values for Tonnage, Dimensions, and Cargo.



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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 1890, 1891, 1892, 1893, 1894, 1895, 1896, 1897, 1898, 1899, 1900, 1901 and 1902.

Articles.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
<i>Class 3.</i>													
Cement and water lime.....							12						
Clay, lime and sand.....								38	52	15	15		50
Iron railway.....					195	79	5				508		
Iron, pig.....		371			1	1,766	2,020	7,564	6,217	5,063	4,292	1,178	5,785
" all other.....						394		375	1,351	3,000	5,420		
Steel.....							200						
Stone, for cutting.....							1,263						
Apples.....			54		50	28			3,960	596	1,288		
Barley.....				600	258	959	240		310,498	150,999	109,359	14,319	1,719
Corn.....	139,798	52,539	53,689	278,564	60,661	70,235	182,330	267,583	5,687			4,965	
Flaxseed.....								3,293	653	4,229	1,595	1,400	6,755
Flour.....	3,065	3,324	2,874	5,514	16,503	30,916	11,964	1,029				35	
Meal, all kinds.....	222	67	16		4	65						1,584	1,442
Oats.....	479			9,761	175	1,654	12,373	6,847	3,975	10,250	8,925	1,083	
Oil cake.....													
Pease.....		390	524				3,020	2,078	260		115		
Rye.....	1,120	64,978	9,119	3,669			8,323	8,435	15,488	923	3,078	2,961	4,079
Salt.....								216	144	183		50	
Seeds, all kinds.....	2	2	75				20			200			
Hay, pressed.....									96			246	
Tobacco, raw.....		1						51				23	
Wheat.....	75,515	159,785	194,281	209,212	212,557	158,643	255,198	278,498	184,154	169,978	121,896	132,702	200,975
All other agricultural products, vegetable.....	3	2			29		29		56	32			
Hides, skins, horns and hoofs.....			20										
Horses.....	3	2	2	1	1	1	1	1	4	1			
Lard and lard oil.....		100										1,155	
Meats, all kinds.....												114	
Pork.....	221	201			717		1					34	
All other agricultural products, animal.....	117		103										
Total, Class 3.....	220,545	281,762	260,757	507,321	201,151	264,740	477,541	576,008	532,499	345,565	256,491	161,849	220,805
<i>Class 4.</i>													
Agricultural implements.....										3		1,785	13
Ashes.....	70	40	17	23	19	34	94	133	73	55	25	3	
Crockery.....							5						



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, &c.—*Concluded.*

Articles.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
<i>Class 4—Con.</i>													
Furniture .....	1	2	1		2			1			1	5	
Glass, all kinds .....	1	1					9	53	75	16	6	1	
Molasses .....						100	167	9	56	159			54
Nails .....										1			
Oil .....	6					6	23	112	1,141	7,143	15,647	14,987	12,091
Paint .....						2						17	
Pitch and tar .....													
Rags .....							4						
Soda ash .....												4	
Sugar .....							1					112	
Stone, wrought .....													
Tobacco .....										96			
White lead .....											16		
Whisky, beer and other spirits .....	26	105	6	1		101		46	4	74	11	32	
Marchandise, not enumerated .....	142	278	36	4	330	558	376	1,226	866	518	92	2,420	419
Total, Class 4 .....	246	426	60	28	351	801	679	1,580	2,215	7,969	15,798	19,366	12,577
<i>Class 5.</i>													
Barrels, empty .....			1			1				1	182	66	15
Hoops .....								257					
Sawed lumber .....	3,579	3,908	1,678	667	683	1,117	657	478	3,065	924	15,760	2,635	1,085
Staves, pipe and barrel .....			8					4,716					
West India and pipe .....			200										
Timber, square, in vessels .....													
"    in rafts .....		5,680	400				1,200	1,207	329	26			
Woodenware .....	1				6								17
Total, Class 5 .....	3,580	9,588	2,327	667	689	1,118	1,857	6,658	3,394	951	15,942	3,205	1,117
<i>Special Class.</i>													
Coal .....													15,976
Grand total .....	224,371	291,776	263,144	508,016	292,191	266,659	480,077	584,246	538,108	354,485	28,231	184,420	250,475

L.—STATEMENT showing the Quantity of Freight passed Westward from Montreal, through the whole length of the St. Lawrence and Welland Canal to Lake Erie, during the Seasons of Navigation in 1890, 1891, 1892, 1893, 1894, 1895, 1896, 1897, 1898, 1899, 1900, 1901 and 1902.

Articles.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
<i>Class 3.</i>													
Bricks .....	252	469			1	24	15	70	70	24	49	196	22
Brimstone .....												5	20
Cement and water lime .....	62	2,380	1,570	3,169	2,281	1,859	1,686	837	996	997	1,931	2,916	178
Clay, lime and sand .....	8	206	240		253			4	144	8	4	2	1
Fish .....	26	7	426	465	512		11	10	9	10	8	8	
Gypsum .....										4			
Iron, railway .....	20,003	2,855	1,171	6,576	20		1,687				74	748	11,735
" pig .....	20	112	74	25		56	28	6			3		558
" all other .....	584	595	387	543	114	1,831	727	559	699	1,318	1,428	4,950	2,904
Salt .....	7,440	4,391	2,034	995	843	932	822	25	35		48	75	4
Steel .....	1		269	426	248	528			19	18		3	11
Stone for cutting .....	12		145				4	62					
Flour .....	48			3								16	
Hay .....						124							
Meals .....					15								
Oats .....													
Potatoes .....													
Seeds, all kinds .....	100				33	25	99	121	56	121	218	302	58
Tobacco, raw .....													1
Agricultural products not enumerated, vegetables .....		52			5	26		4				1	1
Hides and skins .....						26							16
Horses .....							1		1				
Lard and lard oil .....	72		16			1			2				11
Pork .....	33										1		
Wool .....	13	2	13										
All other articles not enumerated .....	1	2			10								
<b>Total, Class 3.....</b>	<b>28,675</b>	<b>11,071</b>	<b>6,345</b>	<b>12,202</b>	<b>4,335</b>	<b>5,432</b>	<b>5,080</b>	<b>1,698</b>	<b>2,031</b>	<b>2,500</b>	<b>3,764</b>	<b>9,222</b>	<b>15,520</b>
<i>Class 4.</i>													
Ashes, pot and pearl .....	10	31	88					1					
Crockery and earthenware .....	11	251	8	98	107	12	83	4	33	3	5		2
Dye woods, &c. ....													
Furniture .....		1	3					2			1		



L.—STATEMENT showing the Quantity of Freight passed Westward from Montreal, through the whole length of the St. Lawrence and Welland Canal to Lake Erie, &c.—*Concluded.*

Articles.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
<i>Class 4—Con.</i>													
Glass, all kinds .....	23	30	152	365	175	394	612	799	150	299	456	612	1,384
Manilla .....				43	11							1	
Molasses .....			32	42	20	1							
Nails .....	453	560	276	472	500	1,149	409	129	229	518	180	675	1,292
Oil, in barrels .....	11	64	2	44	8	31	33	12	15	21	74	83	14
Paint .....	24	61	15	70	8	75	49	20	35	2	12	69	97
Pitch and tar .....	13	22	15	26	152	67	60	20	37	6	21	27	27
Rags .....										14			1
Resin .....	1									15			
Soda, ash .....	554	377	352	68	94	84	74	249	88	108	69	169	201
Stone, wrought .....				14			17	25	31				
Sugar .....	551	412	1,320	2,218	2,724	1,430	1,873	311	566	1,596	430	810	1,314
Tin .....	40	23	27	34	327	396	395	359	237	159	117	338	506
Turpentine .....	2											1	2
White lead .....	19	3	6	35	2	7	10	5		1	4	11	37
Whiting .....	34	50	71	31	1	113	56	104	93	89	39	49	61
Whisky, beer, &c. ....	350	294	220	26	53	77	51	93	98	178	295	131	182
Merchandise not enumerated.....	1,180	810	538	799	900	1,268	1,247	711	793	482	744	1,516	1,049
Total, Class 4 .....	3,276	2,989	3,125	4,343	5,104	5,123	4,970	2,844	2,405	3,491	2,447	4,492	6,169
<i>Class 5.</i>													
Barrels, empty .....													3,600
Firewood in vessels .....													
Lumber, sawn, in vessels .....													
Woodenware .....													3,600
Total, Class 5 .....													
<i>Special Class.</i>													
Coal .....													
Grand total .....	31,951	14,060	9,470	16,545	9,439	10,555	10,050	4,542	4,436	5,991	6,211	13,714	25,289

M.—STATEMENT showing the Quantity of Freight passed Eastward through the Welland Canal, from United States Ports to United States Ports, during the Season of Navigation from 1890 to 1902, inclusive.

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SESSIONAL PAPER No. 20

CANAL STATISTICS

Articles.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
<i>Class 3.</i>													
Bricks .....	4							845					
Cement and water lime .....									300		18		
Fish .....		1		5	5								
Iron, railway .....						181		965	770				
" all other .....	1	10	1	102		214			324	1,008	714		30
Salt .....		494								549		105	
Steel .....			1				498		2,951	13,522	3,110		
Stone for cutting .....													
Apples .....													
Barley .....	6,519	8,113	6,433	16,751	28,095	7,904	11,128	14,173	6,909	2,424	2,402	7,119	7,418
Corn .....	180,842	127,494	131,222	198,777	105,329	100,512	175,094	169,057	150,667	81,777	60,545	55,531	66,111
Flour .....	9,204	6,802	11,018	6,588	17,795	10,169	16,224	7,237	4,212	6,118	7,966	17,168	13,785
Hay, pressed .....								301					
Meal, all kinds .....	20,482	26,096	31,724	36,352	60,390	46,316	46,456	41,644	22,626	18,198	14,244	14,016	12,675
Oil cake .....					29						2,705	1,302	110
Oats .....	27,030	52,823	36,935	23,870	27,621	16,442	16,137	14,969	12,729	19,526	39,706	26,344	10,006
Pease .....									45		4		
Potatoes .....	1												
Rye .....				864									
Flaxseed .....							490		1,197	923	2,149		
Seeds, all kinds .....	135	256	50	16		14	78	299	44	11			10
Tobacco .....													
Wheat .....	31,527	32,097	26,950	28,187	53,846	27,881	34,878	28,919	11,268	12,926	18,771	23,557	32,639
Agricultural products, vegetables .....	14	42									6	10	
Hides and skins, &c. ....													
Horses .....	1	3		2	4	8	41	23					
Lard and lard oil, &c. ....	30	10		1			3	3	2		4		
Meats, other than pork .....	15	2	29			6	1,348	1,444	3,671	864	1,588	1,680	2,413
Pork .....	88	73	1	52	56	87	390	243	1,271	343	117	970	632
Sheep .....													
Tallow .....									359	201	631	119	
Wool .....		1,237	70	80	1,484	1,536	900	197	89	130		3	752
Total, Class 3. ....	275,893	255,553	244,434	311,647	294,654	211,300	303,665	280,319	219,434	158,720	154,680	147,947	146,581
<i>Class 4.</i>													
Agricultural implements .....													
Crockery and earthenware .....													399
Furniture .....	21	7				2			2	7		3	17



M.—STATEMENT showing the Quantity of Freight passed Eastward through the Welland Canal, from United States Ports to United States Ports, during the Season of Navigation from 1890 to 1902, inclusive—*Concluded*.

Articles.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
<i>Class 4—Con.</i>													
Glass, all kinds.....		1											
Marble.....										8	57	4	
Molasses.....					57					11			
Nails.....						30	1,005	198	119	367	17	22	1,594
Oil, in barrels.....		1							3	2	36		
Paint.....	3		44							1			
Rags.....													
Soda ash.....													
Stone, wrought.....						59	165	31			154	448	280
Sugar.....													
White lead.....	1												
Whisky, beer and all other spirits.....	228	167	46	83		15			34	168	1	1	
Merchandise.....	1,822	1,865	1,331	1,693	2,976	7,656	3,990	3,591	3,828	6,219	7,889	3,327	1,928
Total, Class 4.....	2,075	2,041	1,421	1,782	3,033	7,762	5,160	3,820	3,986	6,783	8,164	3,805	4,218
<i>Class 5.</i>													
Empty barrels.....				9			10				5	282	
Firewood, in vessels.....							165						4
Lumber, sawn, in vessels.....	38,030	45,504	54,173	68,985	62,905	41,974	75,515	68,280	52,844	57,695	55,128	38,685	72,806
Masts and spars, in vessels.....								403					
Hoops.....													
Railway ties, in vessels.....						446							
Shingles.....				13									
Staves, barrel.....													
Timber, square, in vessels.....						500		1,040					
Woodenware, &c.....	8	4	54				12	1					
Total, Class 5.....	38,038	45,508	54,227	69,007	62,905	42,920	75,702	69,724	52,844	57,695	55,133	38,367	72,810
<i>Special Class.</i>													
Coal.....	615	1,382	651	2,123	727	603	1,255		759	2,293	992	357	501
Stone, not suitable for cutting.....	18												
Kryolite.....	1,620	1,773											
Total, Special Class.....	2,253	3,155	651	2,123	727	603	1,255		759	2,293	992	357	501
Grand total.....	318,259	306,257	300,733	384,559	361,319	262,585	385,782	353,863	277,023	225,491	218,969	190,476	224,110

SESSIONAL PAPER No. 20

N.—STATEMENT showing the Number of Vessels which took their Cargoes of Wheat through the Welland Canal from Ports west of Port Colborne; the quantity transhipped at Kingston and Prescott, and the quantity of each cargo through the St. Lawrence Canals to Montreal, during the Season of Navigation in 1902.

Name of Vessel.	Original Quantity through the Welland Canal.	Quantity tranship- ped at Kingston and Prescott.	Cargo through the St. Lawrence Canals to Montreal
	Tons.	Tons.	Tons.
Canadian Steamer Arabian.....	1,170		1,170
" " ".....	1,200		1,200
" " ".....	1,200		1,200
" " ".....	1,200		1,200
" " ".....	1,200		1,200
" " Advance.....	300	77	223
" " Bothmia.....	1,200		1,200
United States " Brittanic.....	1,230		1,230
" " ".....	810		810
" " ".....	1,200		1,200
Canadian " Cuba.....	480		480
United States " John Duncan.....	1,237		1,237
" " ".....	1,230		1,230
" " J. H. Farwell.....	1,020		1,020
" " ".....	600		600
" " ".....	150		150
" " ".....	1,020		1,020
Canadian " Glengarry.....	630		630
" " ".....	630		630
" " ".....	615		615
United States " Ionia.....	1,253		1,253
" " ".....	450		450
" " ".....	1,320		1,320
" " ".....	1,350		1,350
Canadian " Lake Michigan.....	480		480
" " " ".....	493		493
" " " ".....	489		489
" " " ".....	435		435
" " " ".....	390		390
" " " ".....	420		420
United States " Monteagle.....	1,200		1,200
" " ".....	1,200		1,200
" " ".....	1,200		1,200
" " ".....	780		780
Canadian " Myles.....	1,200	60	1,140
" Barge Dunmore.....	1,260		1,260
" " Melrose.....	1,515	315	1,200
" " Hamilton.....	1,800		1,800
Total.....	35,557	452	35,105

Number of cargoes of wheat ..... 38  
 Quantity through Welland Canals to Kingston and Prescott..... 35,557 tons.  
 " transhipped at Kingston and Prescott..... 452 "  
 " taken to Montreal in vessels in which it arrived at Kingston and Prescott..... 35,105 "



3-4 EDWARD VII., A. 1904

N.—STATEMENT showing the Number of Vessels which took their Cargoes of Corn through the Welland Canal from Ports west of Port Colborne; the quantity transhipped at Kingston and Prescott, and the quantity of each Cargo through the St. Lawrence Canals to Montreal, during the Season of Navigation in 1902.

Name of Vessel.	Original Quantity through the Welland.	Quantity transhipped at Kingston and Prescott.	Cargo through the St. Lawrence Canals to Montreal.
Cuba .....	148	.....	148

Number of cargoes of corn .....	1
Quantity through Welland Canal to Kingston and Prescott.....	148 tons.
" transhipped at Kingston and Prescott.....	...
" taken to Montreal in vessels in which it arrived at Kingston and Prescott .....	148 "

RECAPITULATION of the Number of Vessels passed Down the Welland Canal with Cargoes of Grain for Montreal, the quantity transhipped at Kingston and Prescott, and the quantity taken to Montreal, for the Season of Navigation in 1902.

	Number of Cargoes.	Total Number.
Wheat .....	38	
Corn .....	1	
Total.....		39
	Tons.	Tons.
Quantity of wheat through the Welland Canal, bound for Montreal.....	35,557	
" corn " " " .....	148	
Total through Welland Canal .....		35,705
Quantity of the above transhipped at Kingston and Prescott—		
Wheat.....	452	
Corn .....		
Total transhipped.....		452
Quantity of the above cargoes taken to Montreal in vessels in which it arrived at Kingston and Prescott—		
Wheat.....	35,105	
Corn.. .....	148	
Total quantity to Montreal.....		35,253
Grand total.....		35,705

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O.—STATEMENT showing the Quantity of Grain passed Down the Welland Canal to Kingston, Prescott, Ogdensburg and other Ports, in Canadian and United States Vessels entering the Canal at Port Colborne, during the Season of Navigation in 1902.

	CANADIAN VESSELS.				UNITED STATES VESSELS.				TOTAL.	
	Steam.		Sail.		Steam.		Sail.		Steam and Sail.	
	No.	Tonnage of Vessels.	No.	Tonnage of Vessels.	No.	Tonnage of Vessels.	No.	Tonnage of Vessels.	No.	Total Tonnage of Vessels.
	71	47,565	56	43,240	112	151,891	.....	.....	239	242,696
	Tons.		Tons.		Tons.		Tons.		Tons.	
Barley .....					7,418				7,418	
Corn .....	148		1,388		66,111				67,647	
Oats .....	1,200		43		9,963				11,206	
Pease .....										
Rye .....	3,808				271				4,079	
Wheat.....	82,954		85,973		52,889				221,816	
Total.....	88,110		87,404		136,652				312,166	

				Tons.
73 cargoes in Canadian vessels, steam, total quantity .....				88,110
58 " " " " sail " .....				87,404
135 " United States vessels, steam " .....				136,652
... " " " sail " .....				.....



3-4 EDWARD VII., A. 1904

P.—STATEMENT of the Quantity of Grain arrived at Kingston, Prescott and Ogdensburg in Vessels which passed Down the Welland Canal, during the Season of Navigation in 1902.

Summary.	Tons.	Tons.
Canadian steam vessels—73 cargoes of grain .....	88,110	
"    sail    "    58    "    .....	87,404	
Total in Canadian vessels .....		175,514
United States steam vessels—135 cargoes of grain .....	136,652	
"    sail    "    ...    "    .....		
Total in United States vessels .....		136,652
Total in Canadian and United States vessels.....		312,166
Distributed as follows :—		
22 Canadian and 17 United States vessels arrived at Kingston and discharged part of their cargoes, taking the balance to Montreal.....		35,253
227 vessels arrived at Kingston, Ogdensburg and other ports and discharged all their cargoes as follows :—		
109 cargoes in Canadian vessels.....	156,459	
118    "    United States vessels .....	119,550	
Quantity discharged by the 3 Canadian vessels which took the balance to Montreal.....	452	
Total quantity discharged .....	276,461	
Total quantity of above transhipped from Kingston and Ogdensburg to Montreal.....		*166,866
Quantity transhipped from Kingston and Ogdensburg to Cardinal.....		9,999
"    remaining at Kingston, Ogdensburg and other American ports.....		100,048
Total .....		312,166

\* Of this quantity 5,589 tons were transhipped from Kingston, and 507 from Ogdensburg, being grain of 1901.

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Q.—COMPARATIVE STATEMENT of the Quantity of Grain passed Down the Welland Canal to Kingston, Prescott and Ogdensburg, during the Seasons of Navigation in 1901 and 1902.

	1901.		1902.	
	No. of Cargoes.	Tons.	No. of Cargoes.	Tons.
Quantity arrived at Kingston and Prescott in Canadian vessels..	112	132,558	131	175,514
Quantity arrived at Kingston, Prescott and Ogdensburg in United States vessels..	135	123,229	135	136,652
Total.....	247	255,787	266	312,166
Quantity transhipped at Kingston, Prescott and Ogdensburg in Canadian vessels for Montreal. . .		124,939		166,866
Quantity taken to Montreal in vessels in which it arrived at Kingston and Prescott. . . . .		17,303		35,253
Quantity remaining at Kingston, Prescott, Ogdensburg and Cardinal.....		*113,545		110,047
Total.....		255,787		312,166

\* Of this quantity 6,096 tons were transhipped to Montreal in 1902.  
 36 vessels took their cargoes through in 1902, against 22 in 1901.  
 3 " discharged part of their cargo in 1902, against 3 in 1901.  
 227 " " all their cargo in 1902, against 222 "

R.—STATEMENT showing the Number of Vessels, their Tonnage, Number of Passengers and Tons of Freight passed down the Rapids of the St. Lawrence Canals, during the Season of Navigation in 1902.

Destination.	Number of Sections.	Number of Vessels.	Tonnage of Vessels.	Number of passengers	Class Three.	Class Four.	Class Five.	Special Class.	Tolls.
			Tons.		Tons.	Tons.	Tons.	Tons.	
Prescott to Montreal.....	4	119	61,816	10,717	329	793			1,743 59
" Lachine.....	3	45	24,466	2,418	977	1,336			629 31
Soulanges to Montreal....	2	2	773						2 90
" Lachine.....	1	140	21,381	3,097	1,678	191	34		194 65
Lachine to Montreal ....	1	243	51,781	16,766	817	625	4		571 55
Total ....		549	160,217	32,998	3,801	2,945	38		3,142 00



3-4 EDWARD VII., A. 1904

S.—The quantity of Coal passed through the Welland Canal during a series of years from 1885 to 1902, inclusive, and the amount of Tolls collected thereon, is as follows :—

Years.	From Canadian Ports to Canadian Ports.		From United States Ports to United States Ports.		From United States Ports to Canadian Ports.		Total, Tons.	Amount of Tolls Paid — Rate 20 cents a ton. \$ cts.
	Up.	Down.	Up.	Down.	Up.	Down.		
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.		
1885			193,442	4,974	10,321	31,350	240,087	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	217,807	43,561 40
1889			226,352	1,124	12,036	25,931	265,443	53,188 60
1890	80		116,616	615	17,280	22,781	202,372	38,222 30
1891			185,190	1,382	17,374	20,698	224,644	44,928 20
1892			183,244	651	12,391	15,330	211,616	42,284 13
1893			204,704	2,123	8,325	17,944	233,096	46,619 20
1894			187,794	727	1,269	13,947	203,737	40,789 93
1895	4		148,887	603	1,565	7,807	158,866	31,773 05
1896	20	210	206,093	1,255	4,127	11,740	223,445	44,668 20
1897		4	165,143		1,277	9,799	176,223	35,244 60
1898			156,055	759	986	4,536	162,336	32,467 20
1899			86,638	2,293	525	8,276	97,732	19,546 40
1900	8		45,032	992		1,360	47,392	9,478 40
1901			46,345	357	456	2,322	49,480	9,896 00
1902			12,410	501	65	51,037	64,013	12,845 60

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, 1892, 1893, 1894, 1895, 1896, 1897, 1898, 1899, 1900, 1901 and 1902 being 20 cents a ton for passage either eastward or west-ward.

T.—STATEMENT showing the quantity of Coal passed through the whole length of the St. Lawrence Canal during the seasons of 1885 to 1902, inclusive.

Years.	Quantity passed up Free of Tolls.	Quantity passed down to Montreal.	Total Quantity passed up and down.	Amount of Tolls on Quantity passed down to Montreal.
	Tons.	Tons.	Tons.	\$ cts.
1885	5,035	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
1892	7,543	157,134	164,677	23,570 10
1893	2,285	147,139	149,424	22,070 85
1894	16,213	169,552	185,765	25,432 80
1895		165,151	165,151	24,772 65
1896	689	161,551	162,240	24,232 65
1897	40	164,963	165,003	24,722 37
1898	400	175,609	176,009	26,341 05
1899	448	201,546	201,994	30,231 80
1900	10	280,169	280,179	42,025 35
1901	2,765	298,245	301,010	44,732 55
1902	9,231	95,702	104,933	11,958 90

NOTE.—Coal is allowed to pass free up the St. Lawrence Canals.

## SESSIONAL PAPER No. 20

U.—COMPARATIVE STATEMENT of the Quantity of Freight passed down the Welland Canal, showing the Quantity to Montreal, the Quantity to Canadian Ports between Port Dalhousie and Cornwall, and the Quantity to United States Ports, Oswego, Ogdensburg, &c., on the south side of Lake Ontario, for the years 1891 to 1902, inclusive.

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports.
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		8,802
Fish.....			1
Furniture.....	2	2	7
Glass.....	1		1
Horses.....	2	2	3
Hay.....		21	
Iron, pig.....	371	128	
" 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	
" wrought.....		7	
Tobacco.....	1		
Tallow.....		9	8
Wheat.....	159,785	692	32,097
Staves, pipe.....		8	
Whisky 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
" in rafts.....	917		
Timber, square, in rafts.....	5,680	14,638	
Barrels.....			4
	291,776	54,315	317,209
Wheat.....	12,169		
Corn.....	5,648		
	17,817		*17,817
Total.....	309,593	54,315	299,392

\* This quantity of grain was transhiped 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, March, 25, 1891.



3-4 EDWARD VII., A. 1904

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

Articles.	Quantity	Quantity passed	Quantity
	passed down to Montreal.	down to Canadian Ports between Port Dalhousie and Cornwall.	passed down to United States Ports.
1892.	Tons.	Tons.	Tons.
Ashes, pot and pearl. ....	17	2	
Apples.....	54		
Barley.....			6,433
Corn.....	53,689	7,637	131,222
Coal.....		14,839	651
Flour.....	2,874		11,018
Fish.....	9		
Furniture.....	1		7
Hides.....	20		
Horses.....	2		
Iron, railway.....		100	
" all other.....		765	1
Meal, all kinds.....	16		31,724
Meats, other than pork.....	94		29
Oats.....			36,935
Oil.....		7	
Pease.....	524		
Potatoes.....			1
Pork.....			44
Rye.....	9,119	273	
Salt.....		865	
Seeds, all kinds.....	75		50
Steel.....			1
Stone for cutting.....		1,264	
Sugar.....			20
Wheat.....	194,281	5,373	26,950
Whisky, beer, spirits, &c.....	6	15	46
Wool.....			70
Merchandise not enumerated.....	36	13	1,304
Barrels, empty.....	1		29
Lumber, sawn, in vessels.....	1,678	150	83,403
Square timber.....	440	42,768	440
Staves and headings, pipe.....	8	80	
" " West India.....	200	76	
Shingles.....			25
Total.....	263,144	74,227	330,403
*Wheat.....	+4,341	-4,341	
Total.....	267,485	69,886	330,403

\* This quantity of wheat was taken from Kingston to Ogdensburg and stored in elevators, and subsequently transhipped to Montreal.

A refund of 18 cents a ton, Welland Canal tolls, was allowed on wheat, Indian corn, pease, barley, rye, oats, flaxseed and buckwheat which passed down the whole length of the Welland and St. Lawrence Canals, to Montréal, or any port east of Montreal, and such products exported out of the country, and in such cases only.

## SESSIONAL PAPER No. 20

U.—COMPARATIVE STATEMENT of the Quantity of Through 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.
1893.	Tons.	Tons.	Tons.
Ashes, pot and pearl. ....	23		
Barley .....	600	1,110	16,751
Bricks .....		1,251	
Corn .....	278,564	5,752	156,776
Coal .....		17,944	2,123
Flour .....	5,514		6,588
Fish .....			5
Furniture .....			6
Horses .....	1	1	2
Iron, pig .....			100
" all other .....			2
Meal, all kinds .....		1,025	36,352
Meats, other than pork .....			1
Oats .....	9,761	1,090	20,313
Pork .....			52
Rye .....	3,669	1	1
Salt .....		286	
Seeds, all kinds .....			16
Wheat .....	209,212	17,602	29,117
Whisky, beer, &c. ....	1		83
Wool .....			80
Merchandise not enumerated .....	4	2	1,693
Barrels, empty .....			9
Firewood (in rafts) .....		15	
Lumber, sawn, in vessels .....	667	1,981	123,665
Shingles .....			13
Square timber .....		45,605	
Staves and headings, barrel .....		12	
" pipe .....		7	
" West India .....		53	
Total .....	508,016	93,737	393,748

There was no rebate allowed of the Welland Canal toll on grain passed down to Montreal during the season of navigation in 1893.

The tolls were, however, reduced by Order in Council of 13th February, 1893, as follows:—"For the season of 1893, the canal toll for the passage of the following food products: wheat, Indian corn, pease, barley, rye, oats, flaxseed and buckwheat, for passage eastward through the Welland Canal be ten cents per ton; and for passage eastward through the St. Lawrence Canals only, ten cents per ton, payment of the said toll of ten cents a ton for passage through the Welland Canal to entitle these products to free passage through the St. Lawrence Canal."



3-4 EDWARD VII., A. 1904

U.—COMPARATIVE STATEMENT of the Quantity of Through 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.
1894.	Tons.	Tons.	Tons.
Apples.....	50		
Ashes.....	19		
Barley.....	258		28,095
Bricks.....		552	
Coal.....		13,818	727
Corn.....	60,661	3,243	105,329
Dye woods and dye stuffs.....		4	2
Fish.....			5
Flour.....	16,503	41	16,880
Furniture.....	2	3	
Horses.....	1	2	4
Iron, pig.....	195	2,170	
" all other.....	1	183	
Meals.....	4		60,390
Nails.....			57
Oats.....	175	107	27,621
Oil cake.....	29		
" in barrels.....		27	
Pork.....	717		56
Salt.....		133	
Spirits, beer, &c.....		3	
Sugar.....			52
Wheat.....	212,557	13,349	42,934
White lead.....	16		
Wool.....			1,484
Merchandise not enumerated.....	314		2,889
Barrels, empty.....		16	
Sawn lumber, in vessels.....	683		86,545
Square timber.....		47,030	
Woodenware.....	6		
Total.....	292,191	80,681	373,070

There was no rebate allowed of the Welland Canal toll on grain passed down to Montreal during the season of navigation in 1894.

The tolls were, however, reduced by Order in Council of 16th April, 1894, as follows:—For the season of 1894, the canal tolls for the passage of the following food products: wheat, Indian corn, pease, barley, rye, oats, flaxseed and buckwheat, for passage eastward through the Welland Canal be ten cents per ton; and for passage eastward through the St. Lawrence Canals only, ten cents per ton, payment of the said toll of ten cents a ton for passage through the Welland Canal to entitle these products to free passage through the St. Lawrence Canals.

## SESSIONAL PAPER No. 20

U.—COMPARATIVE STATEMENT of the Quantity of Through 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.
1895.	Tons.	Tons.	Tons.
Apples.....	28		
Ashes.....	34	15	
Barley.....	959		7,730
Bricks.....		651	
Coal.....		7,809	603
Corn.....	70,235	2,912	91,743
Flour.....	30,916	1,824	10,265
Furniture.....		12	2
Glass.....		1	
Horses.....	1	1	
Hides, skins, &c.....			8
Iron, railway.....			181
" pig.....	79	1,994	
" all other.....	1,766	1,408	214
Lard and lard oil.....			6
Meal, all kinds.....	65		46,316
Meats other than pork.....			30
Molasses.....	100		
Oats.....	1,654	123	16,442
Oil, in barrels.....	6	41	30
Pork.....			87
Paint.....	2		
Salt.....		36	
Stone, for cutting.....		430	
Seeds, all kinds.....			14
Steel.....	394		462
Sugar.....			59
Spirits, beer, &c.....	101	84	15
Tobacco.....		16	
Wheat.....	*158,643	29,061	17,908
Wool.....			1,536
Merchandise not enumerated.....	558	1,302	7,656
Barrels, empty.....	1		
Sawn lumber, in vessels.....	1,117	492	43,286
Railway ties.....			1,942
Shingles.....		19	
Square timber, in vessels.....		63,715	500
Total.....	266,659	111,946	247,035

\* Of this amount 3,469 tons came down to Kingston in 1894, were stored there and taken to Montreal in 1895; and 245 tons came down to Ogdensburg in 1894, stored there, and transhipped to Montreal in 1895.

3-4 EDWARD VII., A. 1904

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

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports.
	Tons.	Tons.	Tons.
1896.			
All other (vegetable).....	29		
Apples.....	+1,263		
Ashes.....	94		
Barley.....	240		11,128
Cement and water-lime.....	12		
Coal.....		11,742	1,255
Corn.....	182,330	19,688	118,426
Crockery.....	5		
Fish.....		2	
Flour.....	11,964	13,846	16,224
Furniture.....		3	
Glass.....	9	3	
Hay, pressed.....		563	
Hides, skins, &c.....			41
Horses.....	1	1	3
Iron, railway.....		1,192	
" pig.....	5	1,559	
" all other.....	2,020	1,725	
Lard and lard oil.....			1,348
Meal, all kinds.....		500	46,456
Molasses.....	167		
Oats.....	12,373	1,454	14,351
Oil, in barrels.....	23		1,005
Pease.....	3,020	10	
Pork.....	1		390
Rags.....	4		
Rye.....	8,323	647	
Salt.....		80	
Seeds, all kinds.....	20		78
Steel.....	542	11,317	498
Sugar.....	1		165
Tobacco.....		1	
Wheat.....	*254,763	51,587	16,467
Wool.....		8	900
Merchandise not enumerated..	376	54	3,990
Barrels, empty.....			10
Firewood, in vessels.....			165
Sawn lumber ".....	657	1,286	78,397
Shingles.....		94	40
Square timber, in vessels.....		55,588	
" rafts.....	1,200		
Woodenware.....			12
Total.....	479,442	172,950	311,349

† 523 tons of this quantity of apples paid full tolls by sections on the Welland Canal, and consequently does not appear on the Welland Through Statement.

\* Of this amount 5,290 tons came down to Kingston in 1895, were stored there and transhipped to Montreal in 1896.



## SESSIONAL PAPER No. 20

U.—COMPARATIVE STATEMENT of the Quantity of Through 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.
1897.	Tons.	Tons.	Tons.
Agricultural products, vegetable .....			32
Ashes .....	133		
Barley .....			14,173
Bricks .....		739	845
Clay, lime and sand .....	38	430	
Coal .....		9,803	
Corn .....	*264,396	11,103	115,689
Flaxseed .....	3,293	169	
Flour .....	1,029	211	7,237
Furniture .....	1	5	
Glass .....	53	9	
Hay, pressed .....			301
Horses .....	1	1	3
Hides and skins, &c .....			23
Iron, railway .....		6,241	965
" pig .....		2,828	
" all other .....	7,564	6,143	
Lard and lard oil .....			1,444
Meal, all kinds .....		699	41,644
Molasses .....	9		
Oats .....	*6,847	3,046	15,233
Oil, in barrels .....	112	51	198
Pease .....	*2,078	3	
Pork .....			243
Rye .....	8,435	48	
Salt .....	216		
Stone for cutting .....		330	
Seeds, all kinds .....			299
Steel .....	375	4,680	
Sugar .....			31
Spirits, beer, &c .....	46		
Tobacco .....	51		
Wheat .....	*278,498	+39,057	12,661
Wool .....			197
Merchandise not enumerated .....	1,214	347	3,591
Firewood, in vessels .....		12	
Hoops .....	257	8	
Lumber, sawn, in vessels .....	478	1,158	69,710
Masts .....			403
" .....			5
" .....			999
" .....			4
Railway ties, in vessels .....			
Split posts .....			
Timber, square .....	1,207	81,117	1,040
Staves and headings, salt barrel .....	4,716		
Woodenware .....			1
Total .....	581,047	169,246	285,963

\* Of this quantity of corn 573 tons came down to Ogdensburg and Prescott in 1896, were stored there and transhipped to Montreal in 1897.

\* Of this quantity of oats 50 tons came down to Prescott in 1896 and passed down to Montreal in 1897, and 170 tons passed through on St. Catharines Reports; 136 tons of which passed down to Montreal.

\* Of this quantity of pease 230 tons were transhipped and passed through on St. Catharines Reports.

+ Of this quantity of wheat 624 tons were transhipped and passed through on St. Catharines Reports, and 7,072 tons came down to Kingston and Prescott in 1896 and passed down to Montreal in 1897.

† Of this quantity, 1,079 tons were transhipped and passed through on St. Catharines Reports,

3-4 EDWARD VII., A. 1904

U.—COMPARATIVE STATEMENT of the Quantity of Through 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.
1898.	Tons.	Tons.	Tons.
Agricultural products, vegetable.....	56		
Ashes.....	73		
Barley.....	3,960	1,417	6,909
Cement and water-lime.....			300
Clay, lime and sand.....	52	1	
Coal.....		4,536	759
Corn.....	*310,498	13,338	116,317
Flaxseed.....	5,687	9	
Flour.....	653		4,212
Furniture.....			2
Glass.....	75		
Horses.....	4		
Iron, railway.....		674	770
" pig.....		4,187	
" all other.....	6,217	257	324
" ore.....		13,433	
Lard and lard oil.....			3,671
Meal, all kinds.....			22,626
Molasses.....	56		
Oats.....	3,975	625	12,729
Oil, in barrels.....	1,141	15	119
Paint.....			3
Pease.....	260		45
Pork.....			1,271
Rye.....	*16,133	39	
Salt.....	141	644	
Seeds, all kinds.....			44
Spirits, beer, &c.....	4		34
Steel.....	1,351	3,122	2,951
Stone for cutting.....		554	
Tallow.....			359
Wheat.....	*184,706	15,860	8,612
Wool.....			89
Merchandise, not enumerated.....	866	25	3,828
Firewood, in vessels.....		747	
Lumber, sawn, in vessels.....	3,065	2,840	72,897
Railway ties.....		190	
Shingles.....		11	
Square timber.....	329	48,369	
Total.....	539,305	119,893	258,871

\* Of this quantity of corn 2,340 tons came down to Ogdensburg and Prescott in 1897, were stored there, and transhipped to Montreal in 1898.

\* Of this quantity of rye 45 tons came down to Prescott in 1897, were stored there, and transhipped to Montreal in 1898.

\* Of this quantity of wheat 4,165 tons came down to Kingston in 1897, were stored there, and transhipped to Montreal in 1898.

SESSIONAL PAPER No. 20

U.—COMPARATIVE STATEMENT of the Quantity of Through 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.
1899.	Tons.	Tons.	Tons.
Agricultural products, vegetable . . . . .	32		
Ashes . . . . .	53		
Barley . . . . .	596		1,828
Clay, lime and sand . . . . .	15		
Coal . . . . .		8,276	2,293
Corn . . . . .	*150,999	16,594	43,854
Flax seed . . . . .	200		
Flour . . . . .	4,229	1,889	4,404
Furniture . . . . .		2	7
Glass . . . . .	16		
Horses . . . . .	1		
Iron ore . . . . .		26,125	
" all other . . . . .	5,063		294
Lard and lard oil . . . . .		3	864
Meal, all kinds . . . . .			18,198
Molasses . . . . .	159		8
Nails . . . . .	1	1	11
Oats . . . . .	*10,250	1	13,139
Oil, in barrels . . . . .	7,143	2	254
Paint . . . . .			2
Pork . . . . .			343
Rags . . . . .			1
Rye . . . . .	923		
Salt . . . . .	183	479	549
Seeds, all kinds . . . . .			11
Spirits, beer, &c. . . . .	74	71	168
Steel . . . . .	3,000	1,562	11,802
Stone for cutting . . . . .		429	
Tallow . . . . .			201
Tobacco . . . . .	96		
Wheat . . . . .	*163,978	23,602	9,190
Wool . . . . .			130
Merchandise, not enumerated . . . . .	518	126	6,219
Barrels, empty . . . . .	1		
Firewood, in vessels . . . . .		27	
Hop poles . . . . .		100	
Lumber, sawn, in vessels . . . . .	924	4,583	57,695
Masts and spars . . . . .		3	
Railway ties . . . . .		74	1,273
Shingles . . . . .		50	
Square timber, in vessels . . . . .	26	24,959	
Total . . . . .	354,485	108,958	172,738

\* Of this quantity of corn 7,443 tons came down to Ogdensburg and Prescott in 1898, were stored there, and transhipped to Montreal in 1899.

\* Of this quantity of oats 187 tons passed down on Dunnville pas to Montreal.

\* Of this quantity of wheat 6,447 tons passed down to Kingston in 1898, were stored there, and transhipped to Montreal in 1899.



3-4 EDWARD VII., A. 1904

U.—COMPARATIVE STATEMENT of the Quantity of Through 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.
1900.	Tons.	Tons.	Tons.
Agricultural products, vegetable .....		1	6
Ashes.....	25	15	
Barley.....	1,288	563	1,598
Cement and water-lime.....			18
Clay, lime and sand .....	15		
Coal.....		1,360	992
Corn.....	*109,359	9,844	44,306
Flour.....	1,595	990	6,371
Furniture.....	1		
Glass, all kinds.....	6	4	
Horses .....			4
Iron, pig.....	508	1,284	
" all other.....	4,292	1,044	714
" ore.....		58,400	
Lard and lard oil.....			1,588
Meal (all kinds).....			14,244
Molasses.....		21	57
Oats.....	*8,925	348	30,840
Oil, in barrels.....	15,647	4,288	17
Oil-cake.....			2,705
Paint.....		2	36
Pease.....	115		4
Pitch and tar.....		24	
Pork.....			117
Rye.....	3,078	160	300
Salt.....		467	
Soda ash.....		15	
Steel.....	5,420		2,601
Sugar.....			154
Tallow.....			631
Wheat.....	*121,896	6,610	7,541
White lead.....	16		
Merchandise not enumerated.....	103	154	7,899
Barrels, empty.....	182	407	5
Firewood, in vessels.....		1,143	
Lumber, sawn, in vessels.....	15,760	5,701	55,128
Shingles.....		90	
Square timber, in vessels.....		20,267	
Staves.....		3	
Total.....	288,231	113,205	177,876

\*Of this quantity of corn 751 tons came to Ogdensburg, Kingston and Prescott in 1899, were stored there, and transhipped to Montreal in 1900.

\*Of this quantity of oats 585 tons came down to Ogdensburg, Kingston and Prescott in 1899, were stored there, and transhipped to Montreal in 1900.

\*Of this quantity of wheat 10,835 tons came down to Ogdensburg, Kingston and Prescott in 1900, were stored there, and transhipped to Montreal in 1900.

## SESSIONAL PAPER No. 20

U.—COMPARATIVE STATEMENT of the Quantity of Through 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.
1901.	Tons.	Tons.	Tons.
Agricultural implements.....	1,785		
" products, vegetable.....			10
Ashes.....	3		
Barley.....			7,119
Coal.....		2,322	357
Corn.....	14,319	4,828	48,609
Flaxseed.....	4,965	2	
Flour.....	1,400	218	15,768
Furniture.....	5		
Glass (all kinds).....	1		
Hay, pressed.....	246		
Iron, pig.....		1,790	
" all other.....	1,178	589	
" ore.....		98,452	
Lard and lard oil.....	1,155	827	525
Meal (all kinds).....	35		13,981
Meats.....	114	7	
Molasses.....		17	
Oats.....	1,584	853	25,704
Oil (in barrels).....	14,987	2,971	22
Oil-cake.....	1,083	113	219
Paint.....	17	6	
Pitch and tar.....		17	
Pork.....	34	970	10
Rye.....	2,961		
Salt.....	50	165	105
Soda ash.....	4		
Spirits, &c.....	32		
Sugar.....	112		448
Tallow.....			119
Tabacco, raw.....	23		
Wheat.....	*132,702	8,051	9,057
Wool.....			3
Merchandise not enumerated.....	2,420	1,395	966
Barrels, empty.....	66		216
Firewood, in vessels.....		1,287	
Lumber, sawn, in vessels.....	2,635	3,412	51,931
Mast spars, &c.....		13	
Shingles.....		18	
Square timber, in vessels.....	504	14,023	
Total.....	184,420	142,346	175,169

\* Of this quantity 9,324 tons came to Ogdensburg in 1900, were stored there, and transhipped to Montreal in 1901.

3-4 EDWARD VII, A. 1904

U.—COMPARATIVE STATEMENT of the Quantity of Through 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.
1902.	Tons.	Tons.	Tons.
Agricultural implements.....	13		399
Barley.....			7,418
Coal.....	15,976		35,562
Corn.....	1,719	10,335	55,593
Fish.....		1	
Flour.....	6,755	5,697	7,030
Furniture.....			17
Iron, railway.....	50		
" all other.....	5,785		220
" ore.....		3,492	18,988
Lard and lard-oil.....			2,413
Meal, all kinds.....			12,675
Molasses.....	54	18	
Oats.....	1,442		9,764
Oil (in barrels).....	12,091	131	1,594
Oil cake.....			110
Paint.....		20	
Pitch and tar.....		33	
Pork.....			632
Rye.....	4,079		
Seeds, all kinds.....			10
Sugar.....			280
Wheat.....	* 200,975	12,452	8,389
Wool.....			752
Merchandise not enumerated.....	419	172	1,928
Barrels (empty).....	5	15	4
Firewood, in vessels.....		288	
Lumber, sawn, in vessels.....	1,085	2,178	97,300
Saw logs.....		28	
Square timber, in vessels.....		20,838	
Staves (barrel).....		35	
Woodenware.....	17		
Total.....	250,475	55,733	261,078

\* Of this quantity 6,096 tons were transhipped to Montreal being grain of 1901.



SESSIONAL PAPER No. 20

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

## RECAPITULATION.

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports on the south side of Lake Ontario.
1891.	Tons.	Tons.	Tons.
Barley.....			8,113
Corn.....	52,539	5,144	127,494
Oats.....			52,823
Pease.....	390		
Rye.....	64,978	969	
Wheat.....	151,785	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
Total.....	309,593	54,315	299,392
1892.			
Barley.....			6,433
Corn.....	53,689	7,637	131,222
Oats.....			36,935
Pease.....	524		
Rye.....	9,119	273	
Wheat.....	194,281	5,373	26,950
Total grain.....	257,613	13,283	201,540
Quantity taken to Ogdensburg and transhipped to Montreal.....	*4,341	4,341	
Total.....	261,954	8,942	201,540
Other articles.....	5,531	60,944	128,863
Total.....	267,485	69,886	230,403
1893.			
Barley.....	600	1,110	16,751
Corn.....	278,564	5,752	156,776
Oats.....	9,761	1,090	20,313
Pease.....			
Rye.....	3,669	1	1
Wheat.....	209,212	17,602	29,117
Total grain.....	501,806	25,555	222,958
Other articles.....	6,210	68,182	170,790
Total.....	508,016	93,737	393,748
1894.			
Barley.....	258		28,095
Corn.....	60,661	3,243	105,329
Oats.....	175	107	27,621
Pease.....			
Rye.....			
Wheat.....	212,557	13,349	42,934
Total grain.....	273,651	16,699	203,979
Other articles.....	18,540	63,982	169,091
Total.....	292,191	80,681	373,070

\* This quantity of wheat was taken from Kingston to Ogdensburg and stored in elevators and subsequently transhipped to Montreal.

3-4 EDWARD VII, A. 1904

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

RECAPITULATION—*Continued.*

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports on the south side of Lake Ontario.
	Tons.	Tons.	Tons.
1895.			
Barley .....	959		7,730
Corn.....	70,265	2,912	91,743
Oats.....	1,654	123	16,442
Rye .....			
Wheat.....	†188,643	29,061	17,908
Total grain.....	231,491	32,096	133,823
Other articles .....	35,168	79,850	113,212
Total.....	266,659	111,946	247,035
1896.			
Barley.....	240		11,128
Corn.....	182,330	19,688	118,426
Oats.....	12,373	1,454	14,351
Pease .....	3,020	10	
Rye .....	8,323	647	
Wheat.....	254,763	51,587	16,467
Total grain.....	†461,049	73,386	160,372
Other articles.....	18,393	99,564	150,977
Total.....	749,442	172,950	311,349
1897.			
Barley.....			14,173
Corn.....	264,396	11,103	115,689
Oats.....	6,847	3,046	15,233
Pease.....	2,078	3	
Rye.....	8,435	48	
Wheat.....	278,498	39,057	12,661
Total grain.....	*560,254	53,257	157,756
Other articles.....	20,793	114,989	122,207
Total.....	581,047	166,246	285,963
1898.			
Barley.....	3,960	1,417	6,909
Corn.....	310,498	13,338	116,317
Oats.....	3,975	625	12,729
Pease.....	260		45
Rye.....	16,133	39	
Wheat.....	184,706	15,860	8,612
Total grain.....	**519,532	31,279	144,612
Other articles.....	19,773	79,614	114,259
Total.....	539,305	110,893	258,871

† Of this amount, 3,469 tons came down to Kingston in 1894, was stored there, and taken to Montreal in 1895, and 245 tons came down to Ogdensburg in 1894, was stored there, and transhipped to Montreal in 1895.

‡ Of this amount, 5,290 tons came down to Kingston in 1895, was stored there, and transhipped to Montreal in 1896.

\* Of this quantity, 7,695 tons came down in 1896 and were transhipped to Montreal in 1897.

\*\* Of this quantity, 6,550 tons came down in 1897 and were transhipped to Montreal in 1898.

## SESSIONAL PAPER No. 20

U.—STATEMENT showing the quantity of Through 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.
1899.	Tons.	Tons.	Tons.
Barley . . . . .	596		1,828
Corn . . . . .	150,999	16,594	43,851
Oats . . . . .	10,250	1	13,139
Pease . . . . .			
Rye . . . . .	923		
Wheat . . . . .	169,978	24,602	9,190
Total grain . . . . .	**332,746	40,197	68,011
Other articles . . . . .	21,739	68,761	104,727
Total . . . . .	354,485	108,958	172,732
1900.			
Barley . . . . .	1,288	563	1,598
Corn . . . . .	109,359	9,844	44,306
Oats . . . . .	8,925	348	30,840
Pease . . . . .	115		4
Rye . . . . .	3,078	160	300
Wheat . . . . .	121,896	6,610	7,541
Total grain . . . . .	**244,661	17,525	84,589
Other articles . . . . .	43,570	95,680	93,287
Total . . . . .	288,231	113,205	177,876
1901.			
Barley . . . . .			
Corn . . . . .	14,319	4,828	48,609
Oats . . . . .	1,584	853	25,704
Pease . . . . .			
Rye . . . . .	2,961		
Wheat . . . . .	132,702	8,051	9,057
Total grain . . . . .	†151,566	13,732	83,370
Other articles . . . . .	32,854	128,614	91,799
Total . . . . .	184,420	142,346	175,169
1902.			
Barley . . . . .			7,413
Corn . . . . .	1,719	10,335	55,593
Oats . . . . .	1,442		9,764
Pease . . . . .			
Rye . . . . .	4,079		
Wheat . . . . .	200,975	12,452	8,389
Total grain . . . . .	‡208,215	22,787	81,164
Other articles . . . . .	42,260	32,946	179,914
Total . . . . .	250,475	55,733	261,078

\* Of this quantity, 14,077 tons came down in 1898 and were transhipped to Montreal in 1899.

\*\* Of this quantity, 12,171 tons came down in 1899 and were transhipped to Montreal in 1900.

† Of this quantity, 9,324 tons came down in 1900 and were transhipped to Montreal in 1901.

‡ Of this quantity, 6,096 tons came down in 1901 and were transhipped in 1902.



COMPARATIVE STATEMENT showing the quantity of Vegetable Food and Lumber passed through the Canals during the Years ended December 31, 1901 and 1902.

	VEGETABLE FOOD.								Lumber.	Total.
	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	Buck-wheat.	All Other.		
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.		
Welland Canal, 1901.....	18,994	151,586	67,756	7,119	28,485	2,961	.....	14,024	60,018	350,943
" 1902.....	22,282	225,171	67,647	7,418	11,232	4,079	.....	12,963	102,775	453,567
Increase .....	3,288	73,585	.....	299	.....	1,118	.....	.....	42,775	102,624
Decrease .....	.....	.....	109	.....	17,253	.....	.....	1,061	.....	.....
St. Lawrence Canals, 1901.....	13,891	359,564	108,784	18,051	27,109	13,789	872	8,499	29,380	579,939
" 1902.....	22,599	444,261	24,366	8,255	22,840	19,738	920	4,812	27,506	575,237
Increase .....	8,708	84,697	.....	.....	.....	5,949	48	.....	.....	.....
Decrease .....	.....	.....	84,418	9,796	4,269	.....	.....	3,687	1,874	4,642
Chambly Canal, 1901.....	494	.....	.....	21	2,148	.....	.....	506	30,575	33,741
" 1902.....	793	.....	1	.....	998	.....	.....	749	26,750	29,291
Increase .....	299	.....	1	.....	.....	.....	.....	243	.....	.....
Decrease .....	.....	.....	.....	21	1,150	.....	.....	.....	3,825	4,453
Ottawa Canals, 1901.....	56	.....	.....	.....	1,132	6	40	287	299,475	300,996
" 1902.....	8	.....	.....	.....	565	.....	20	265	286,463	287,321
Increase .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Decrease .....	48	.....	.....	.....	567	6	20	22	13,012	13,675
Rideau Canal, 1901.....	442	465	64	56	458	.....	.....	187	16,936	18,608
" 1902.....	487	1,041	22	122	541	28	7	98	14,194	16,540
Increase .....	45	576	.....	66	83	28	7	.....	.....	.....
Decrease .....	.....	.....	42	.....	.....	.....	.....	89	2,742	2,068

St. Peter's Canal, 1901.....	1,527			5	2,518			4,994	16,391	25,435
" 1902.....	1,473			13	2,135			4,787	13,671	22,079
Increase.....				8						
Decrease.....	54				383			207	2,720	3,356
Trent Valley Canals, 1901.....		544					22	3	2,590	3,159
" 1902.....		1,661						6	5,504	7,171
Increase.....		1,117						3	2,914	4,012
Decrease.....							22			
Murray Canal, 1901.....	5	914		688	19	868	3	719	296	3,512
" 1902.....	154	684	8	1,328	159	1,164		742	1,180	5,419
Increase.....	149		8	640	140	296		23	884	1,907
Decrease.....		230					3			
Sault Ste. Marie Canal, 1901.....	137,407	289,186	29,188	1,759	12,693	3,374		246	20,990	494,843
" 1902.....	316,063	837,375	630	21,001	9,689	2,128		15,988	81,822	1,284,696
Increase.....	178,656	548,189		19,242				15,742	60,832	789,853
Decrease.....			28,558		3,004	1,246				
Total increase.....	191,043	707,934		10,438		6,139	10	10,945	83,214	870,202
Total decrease.....			113,118		26,403					
Total for year 1900.....										1,811,179
" 1901.....										2,681,381

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, August 12, 1903.

RICHARD DEVLIN,  
*Compiler of Canal Statistics.*

3-4 EDWARD VII., A. 1904

## CANAL

COMPARATIVE STATEMENT for years.

	January	February.	March.	April.	May.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Welland Canal, 1901 .....				2,284 72	9,436 33
" 1902 .....				4,160 24	15,558 65
Increase .....				1,875 52	.. .. *
Decrease .....					6,122 32
St. Lawrence Canals, 1901 .....				358 76	17,143 03
" " 1902 .....	12 50			594 89	12,224 01
Increase .....	12 50			236 13	.....
Decrease .....					4,919 02
Chambly Canal, 1901 .....				5 95	3,505 72
" 1902 .....				33 29	3,516 26
Increase .....				27 34	10 54
Decrease .....					.....
Ottawa Canals, 1901 .....				125 72	4,714 82
" 1902 .....				132 40	4,941 76
Increase .....				6 68	226 94
Decrease .....					.....
Rideau Canal, 1901 .....				34 75	441 68
" 1902 .....				47 64	693 53
Increase .....				12 89	251 85
Decrease .....					.....
St. Peter's Canal, 1901 .....	7 40			69 08	355 89
" 1902 .....	40 56		2 55	222 56	336 41
Increase .....	33 16		2 55	153 48	.....
Decrease .....					19 48
Trent Valley Canals, 1901 .....		0 25		1 20	35 57
" " 1901 .....				27 58	72 43
Increase .....				26 38	36 86
Decrease .....		0 25			.....
Murray Canal, 1901 .....				9 33	109 08
" 1902 .....				46 01	89 10
Increase .....				36 68	.....
Decrease .....					19 98
Sault St. Marie, Canal, 1901 .....					
" " 1902 .....					
Increase .....					
Decrease .....					
Total, increase .....	45 66		2 55	2,375 10	1,690 03
Total, decrease .....		0 25			



SESSIONAL PAPER No. 20

REVENUE.

ended December 31, 1901-1902.

June.	July.	Augst.	September.	October.	November.	December.	Total.
\$ cts. 11,808 51 12,183 06	\$ cts. 13,249 12 15,152 28	\$ cts. 12,889 17 13,341 38	\$ cts. 10,828 85 11,364 73	\$ cts. 13,445 91 15,853 37	\$ cts. 11,160 49 9,322 57	\$ cts. 1,836 24 1,905 82	\$ cts. 86,939 34 98,842 10
374 55	1,903 16	452 21	535 88	2,407 46	1,837 92	69 58	11,902 76
17,083 88 8,144 93	18,638 47 9,023 29	17,793 03 10,329 63	12,933 59 10,819 85	12,375 05 8,582 88	7,319 86 11,034 66	18 50 820 38	103,664 17 71,587 02
8,938 95	9,615 18	7,463 40	2,113 74	3,792 17	3,714 80	801 88	32,077 15
3,632 92 2,705 56	5,027 25 2,905 31	4,060 02 3,361 07	2,705 42 3,969 97	3,821 93 3,921 01	2,115 31 2,310 84		24,874 52 22,723 31
927 36	2,121 94	698 65	1,264 55	99 08	195 53		2,151 21
5,075 47 3,538 87	3,493 15 4,068 87	3,764 92 3,809 81	3,007 78 3,957 62	5,144 14 2,663 02	2,336 44 1,750 02		25,662 44 24,862 37
1,536 60	575 72	44 89	949 84	481 12	586 42		800 07
489 86 621 16	755 85 738 67	1,131 84 585 14	658 23 385 89	472 06 509 21	376 67 456 47		4,360 94 4,037 71
131 30	17 18	546 70	272 34	37 15	79 80		323 23
376 11 354 54	449 37 451 35	569 25 444 98	485 55 393 95	437 84 338 71	322 97 266 37	225 66 182 16	3,299 12 3,034 14
21 57	1 98	124 27	91 60	99 13	56 60	43 50	264 98
138 43 205 56	247 98 284 68	254 52 289 35	153 80 207 26	161 45 172 39	106 64 106 23	5 00	1,099 84 1,370 48
67 13	36 70	34 83	53 46	10 94	41	5 00	270 64
164 17 110 68	189 37 182 59	207 95 202 58	173 12 168 46	138 48 162 64	57 70 101 51	7 23	1,049 20 1,070 80
53 49	6 78	5 37	4 66	24 16	43 81	7 23	21 60
50							50 00
50							50 00
10,854 99	9,243 52	8,306 76	321 39	1,793 63	1,552 59	840 19	23,371 64

Total revenue for 1901 ..... \$250,949 57  
 " " 1902 ..... 227,577 93

RICHARD DEVLIN, *Compiler of Canal Statistics.*

## APPENDIX A.

No. (A) 1.—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 1902.

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	15	206	27						42	206	248	4	26	5	15	9	41
Agricultural products not enumerated, vegetables	4								4		4	0	53			0	53
Agricultural products not enumerated, animal																	
Agricultural implements	16	13				399		13	16	425	441	0	70	82	73	33	43
Barley						7,418				7,418	7,418			741	80	741	80
Bricks	198								198		198	19	87			19	87
Bones																	
Brimstone																	
Buckwheat																	
Cement and water lime	42					784			826		826	121	54			121	54
Clay, lime and sand	60					105		400	165	400	565	16	88	30	00	46	88
Coal					12,410	501	66	51,037	12,476	51,538	64,014	2,495	03	10,350	60	12,845	63
Corn		1,388				66,111		148		67,647	67,647	6,764	70	6,764	70	6,764	70
Cattle																	
Cotton (raw)																	
Crockery and earthenware	94								94		94	14	10			14	10
Dye woods and dye stuffs																	
Fish	15	1				30			45	1	46	6	75	0	20	6	95
Flax and hemp						630			630		630	94	50			94	50
Flour		2,800				13,785		5,697		22,282	22,282			3,966	15	3,966	15
Furniture	3		1			17			4	17	21	0	60	3	40	4	00
Gypsum																	
Glass (all kinds)	40								40		40	3	64			3	64
Hay (pressed)																	
Hogs																	
Horses																	
Hides and skins, horns and hoofs						37			37		37	5	55			5	55
Ice																	
Iron, railway	14	50							14	50	64	2	10	10	00	12	10

" pig				184	30	5,713	1,460	6,028	7,488	195 10	1,201 58	1,396 68
" all other	1,276	285				18,988		22,480	22,480		1,124 00	1,124 00
Iron ore		3,492										
Kryolite chemical ore and other ore, except iron												
Lard and lard oil	21				2,413		21	2,413	2,434	3 15	482 60	485 75
Meal, all kinds	8	31			12,675		8	12,706	12,714	0 29	2,535 85	2,536 14
Meats, other than pork	1						1		1	0 15		0 15
Marble				1,251			1,251		1,251	187 65		187 65
Manilla	1			39			40		40	6 00		6 00
Molasses	4					72	4	72	76	6 60	14 40	15 00
Nails	716						716		716	105 97		105 97
Oats		1,217		9	10,006		9	11,223	11,232	1 70	1,123 58	1,125 28
Oil (in barrels)	65	8,665			1,594	3,585	65	13,844	13,999	6 08	2,763 90	2,769 98
Oil cake					110			110	110		22 00	22 00
Pease												
Potatoes	1						1		1	0 18		0 18
Pork	5				632		5	632	637	0 75	126 40	127 15
Paint	14						20	14	20	1 97	4 00	5 97
Pitch and tar	7						33	7	33	40	1 05	6 60
Rags	36						36		36	0 68		0 68
Rye						4,079		4,079	4,079		407 90	407 90
Flaxseed												
Rosin												
Salt												
Stone intended for cutting												
" wrought												
Stone not suitable for cutting, unwrought				600			600		600	60 00		60 00
Seeds, all kinds					10			10	10		2 00	2 00
Sheep												
Soda ash	20			52			72		72	8 31		8 31
Steel	120						120		120	6 33		6 33
Sugar	204			1,001	280		1,205	280	1,485	161 21	56 00	217 21
Spirits, beer, &c	154	6					154	6	160	22 71	0 15	22 86
Tobacco (raw)												
Tallow				418			448		448	67 20		67 20
Tin				44			44		44	6 60		6 60
Turpentine	3						3		3	0 45		0 45
Wheat	1,672	150,715		32,639	40,145		1,672	223,499	225,171	31 38	22,356 13	22,387 51
White lead	2						2		2	0 17		0 17
Whiting												
Wool					752			752	752		150 40	150 40
All other goods and merchandise not enumerated	1,761	432	47	26,969	1,928	506	28,777	2,866	31,643	4,249 01	513 02	4,762 03
Bark												
Barrels, empty	18	30			4		18	34	52	97	6 78	7 75
Boat knees												
Floats												
Firewood, in vessels	936	4,275	2,280	795			3,216	5,070	8,286	214 40	236 02	450 42



No. (A) 1.—GENERAL STATEMENT showing the Quantity of each Article transported on the Welland Canal, &c.—*Concluded.*

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up.	Amount of Tolls, Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
Firewood, in rafts .....												\$ cts.	\$ cts.	\$ cts.
Hoops .....														
Hop poles .....														
Lumber, sawn, in vessels .....		2,129	1,212	24,494		72,806		2,134	1,212	101,563	102,775	148 29	18,250 01	18,398 30
"    "    rafts .....														
Masts, spars, and telegraph poles, in vessels .....														
Masts, spars, and telegraph poles, in rafts .....														
Railway ties, in vessels .....	751								751		751	95 10		95 10
"    "    rafts .....														
Saw logs .....	490	1,468	2,216	504				17	2,706	1,989	4,695	69 80	121 85	191 65
Staves and headings, barrel .....		85								85	85		2 72	2 72
"    "    pipe .....														
Staves and headings, West India .....														
Staves, salt barrel .....														
Shingles .....														
Split posts and fence rails, in vessels .....														
Split posts and fence rails, in rafts .....														
Timber, square, in vessels .....		1,300						19,538		20,838	20,838		3,124 21	3,124 21
"    "    rafts .....	11								11		11	30		30
Traverses .....														
Woodenware and wood partly manufactured .....	2	17			223				225	17	242	90 00	6 80	96 80
Total freight paying tolls.	8,800	178,605	5,783	25,793	44,816	224,110	66	152,125	59,465	580,633	640,098	8,529 60	76,593 63	85,123 23
<i>Articles having paid full tolls on the St. Lawrence Canals, free :-</i>														
Bricks .....	20		2						22		22			
Brimstone .....			20						20		20			
Cement and water lime .....	20		158						178		178			

Clay, lime and sand.....	1								1		1		
Crockery and earthenware.....	2								2		2		
Glass, all kinds.....	60	1,324							1,384		1,384		
Hides and skins, &c.....		16							16		16		
Iron, railway.....	11,735								11,735		11,735		
" pig.....	20	426		112					558		558		
" all other.....	1,171	1,733							2,904		2,904		
Lard and lard oil.....	11								11		11		
Nails.....	1,222	70							1,292		1,292		
Oils.....	10	4							14		14		
Paint.....	82	15							97		97		
Pitch and tar.....	27								27		27		
Rags.....	1								1		1		
Salt.....		4							4		4		
Seeds.....	26	32							58		58		
Soda ash.....	13	188							201		201		
Steel.....	11								11		11		
Sugar.....	977	337							1,314		1,314		
Tin.....	81	425							506		506		
Tobacco, raw.....	1								1		1		
Turpentine.....	2								2		2		
Vegetable products.....	1								1		1		
Whiting.....	28	33							61		61		
White lead.....	30	7							37		37		
Whiskey and all other spirits.....	16	166							182		182		
All other goods and merchandise not enumerated.....	427	622							1,049		1,049		
Firewood, in vessels.....	3,600								3,600		3,600		
Grand total freight....	28,395	178,605	11,365	25,793	44,928	224,110	66	152,125	84,754	580,633	665,387		
Total tolls on vessels.....											6,453 70	6,915 36	13,369 06
" passengers.....											48 21	61 00	109 21
" free goods.....											\$3,973.45		
Total tolls.....											15,031 51	83,569 99	98,601 50
Fines.....													50 00
*Damages :—													
Harbour dues.....													182 44
Other receipts.....													8 16
Total revenue, exclusive of hydraulic rents....													\$98,842 10

\* Amount of damages, not included in above, \$200.00.

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, August 12, 1903.

RICHARD DEVLIN,  
Compiler of Canal Statistics.

APPENDIX A.

No. (A) 2.—GENERAL STATEMENT showing the Quantity of each through Article transported on the Welland Canal and the amount of Tolls collected during the Season of Navigation in 1902.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.		Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Up.	Down.	
Ashes, pot and pearl . . .														
Apples . . .														
Agricultural products, not enumerated, vegetables . . .														
Agricultural products not enumerated, animals . . .														
Agricultural implements . . .	3				399		13		3	412	415	0 45	82 40	82 85
Barley . . .					7,418					7,418	7,418		741 80	741 80
Bricks . . .	123								123		123	18 45		18 45
Bones . . .														
Brimstone . . .														
Buckwheat . . .														
Cement and water lime . . .					784				784		784	117 60		117 60
Clay, lime and sand . . .					105				105		105	15 75		15 75
Coal . . .					12,410	501	65	51,037	12,475	51,538	64,013	2,495 00	10,350 60	12,845 60
Corn . . .		1,388				66,111		148		67,647	67,647		6,764 70	6,764 70
Cattle . . .														
Cotton (raw) . . .														
Crockery and earthenware . . .	94								94		94	14 10		14 10
Dye wood and dye stuffs . . .														
Fish . . .	15	1			30				45	1	46	6 75	0 20	6 95
Flax and hemp . . .					630				630		630	94 50		94 50
Flour . . .						13,785		5,697		19,482	19,482		3,896 40	3,896 40
Furniture . . .	3		1			17			4	17	21	0 60	3 40	4 00
Gypsum . . .														
Glass (all kinds) . . .	22								22		22	3 30		3 30
Hay (pressed) . . .														
Hogs . . .														
Horses . . .														



Hides and skins, horns and hoofs.....				37			37		37	5 55		5 55
Ice.....												
Iron, railway.....	14	50					14	50	64	2 10	10 00	12 10
" pig.....												
" all other.....	1,088	262		184	30	5,713	1,272	6,005	7,277	190 80	1,201 00	1,391 80
Iron ore.....		3,492				18,988		22,480	22,480		1,124 00	1,124 00
Kryolite, chemical ore and other ore, except iron.....												
Lard and lard oil.....	21				2,413		21	2,413	2,434	3 15	482 60	485 75
Meals, all kinds.....	1				12,675		1	12,675	12,676	0 15	2,535 00	2,535 15
Meats, other than pork.....	1						1		1	0 15		0 15
Marble.....				1,251			1,251		1,251	187 65		187 65
Manilla.....	1			39			40		40	6 00		6 00
Molasses.....	4						4	72	76	0 60	14 40	15 00
Nails.....	705						705		705	105 75		105 75
Oats.....		1,200			10,006			11,206	11,206		1,120 60	1,120 60
Oil (in barrels).....	37	8,637			1,594	3,585	37	13,816	13,853	5 55	2,763 20	2,768 75
Oil cake.....					110			110	110		22 00	22 00
Pease.....												
Potatoes.....												
Pork.....	5				632		5	632	637	0 75	126 40	127 15
Paint.....	13						13	20	33	1 95	4 00	5 95
Pitch and tar.....	7						7	33	40	1 05	6 60	7 65
Rags.....												
Rye.....						4,079		4,079	4,079		407 90	407 90
Flax seed.....												
Rosin.....												
Salt.....												
Stone intended for cutting.....												
" wrought.....												
" not suitable for cut- ting, unwrought.....				600			600		600	60 00		60 00
Seeds, all kinds.....					10			10	10		2 00	2 00
Sheep.....												
Soda ash.....	1			52			53		53	7 95		7 95
Steel.....	31						31		31	4 65		4 65
Sugar.....	55			1,001	280		1,056	280	1,336	158 40	56 00	214 40
Spirits, beer, &c.....	151						151		151	22 65		22 65
Tobacco (raw).....												
Tallow.....				448			448		448	67 20		67 20
Tin.....				44			44		44	6 60		6 60
Turpentine.....	3						3		3	0 45		0 45
Wheat.....		149,740			32,639	39,437		221,816	221,816		22,181 60	22,181 60
White lead.....	1						1		1	0 15		0 15
Whiting.....												
Wool.....					752			752	752		150 40	150 40
All other goods and mer- chandise not enumerated.....	1,245	85	47	26,969	1,928	506	28,261	2,519	30,780	4,239 15	580 30	4,742 95

20-V-6

No. (A) 2.—GENERAL STATEMENT showing the Quantity of each through Article transported on the Welland Canal and the Amount of Tolls collected during the Season of Navigation in 1902—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.				
Barrels, empty.....	3	30				4			3	34	37	\$ 0 62	\$ 6 78	\$ 7 40
Boat knees.....														
Floats.....														
Firewood, in vessels.....	936	288	2,280						3,216	288	3,504	214 40	19 20	233 60
" " in rafts.....														
Hoops.....														
Hop poles.....														
Lumber, sawn, in vessels..		1,129	1,205	24,494		72,806		2,134	1,205	100,563	101,768	147 39	18,093 38	18,240 77
" " in rafts..														
Masts, spars and telegraph poles, in vessels.....														
Masts, spars and telegraph poles, in rafts.....														
Railway ties, in vessels... 437									437		437	70 00		70 00
" " in rafts.....														
Saw logs.....		28	95						95	28	123	8 64	2 56	11 20
Staves and headings, barrel		35								35	35		1 12	1 12
" " pipe.....														
" " W. India.....														
Staves, salt barrel.....														
Shingles.....														
Split posts and fence rails, in vessels.....														
Split posts and fence rails, in rafts.....														
Timber square, in vessels.....		1,300						19,538		20,838	20,838		3,124 21	3,124 21
" " in rafts.....														
Traverses.....														
Woodenware and wood partly manufactured ...	2	17			223				225	17	242	90 00	6 80	96 80
Total freight paying tolls.	5,022	167,682	3,628	24,494	44,807	224,110	65	151,000	53,522	567,286	620,808	8,375 95	75,805 05	84,181 00





APPENDIX A.

No. (A) 3—GENERAL STATEMENT showing the Quantity of each Article of Way Freight transported on the Welland Canal, &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.
Ashes, pot and pearl.....									42	206	248	4 26	5 15	9 41
Apples.....	15	206	27											
Agricultural products not enumerated, vegetables.....	4								4		4	0 53		0 53
Agricultural products not enumerated, animal.....														
Agricultural implements.....	13	13							13	13	26	0 25	0 33	0 58
Barley.....														
Bricks.....	75								75		75	1 42		1 42
Bones.....														
Brimstone.....														
Buckwheat.....														
Cement and water lime.....	42								42		42	3 94		3 94
Clay, lime and sand.....	60							400	60	400	460	1 13	30 00	31 13
Coal.....							1		1		1	0 03		0 03
Corn.....														
Cattle.....														
Cotton (raw).....														
Crockery and earthenware.....														
Dye wood and dye stuffs.....														
Fish.....														
Flax and Hemp.....														
Flour.....		2,800								2,800	2,800		69 75	69 75
Furniture.....														
Gypsum.....														
Glass (all kinds).....	18								18		18	0 34		0 34
Hay (pressed).....														
Hogs.....														
Horses.....														
Hides and skins, horns and hoofs.....														



No. (A) 3—GENERAL STATEMENT showing the Quantity of each Article of Way Freight transported on the Welland Canal, &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.	\$
Floats.....																	
Fire wood, in vessels.....		3,987		795						4,782	4,782			216	82	216	82
" rafts.....																	
Hoops.....																	
Hop poles.....																	
Lumber, sawn, in vessels.....	7	1,000							7	1,000	1,007	0	90	156	63	157	53
" " rafts.....																	
Masts, spars and telegraph poles in vessels.....																	
Masts, spars and telegraph poles in rafts.....																25	10
Railway ties in vessels.....				314						314	314	25	10			25	10
Railway ties in rafts.....																	
Saw logs.....	490	1,440	2,121	504				17	2,611	1,961	4,572	61	16	119	29	180	45
Staves and headings, barrel		50								50	50			1	60	1	60
Staves and headings, pipe																	
Staves and headings, West India.....																	
Staves, salt barrel.....																	
Shingles.....																	
Split posts and fence rails, in vessels.....																	
Split posts and fence rails, in rafts.....																	
Timber, square, in vessels.....																	
Timber, square, in rafts.....	11								11		11	0	30			0	30
Traverses.....																	
Woodenware and wood partly manufactured.....																	
Total freight paying tolls.....	3,480	10,923	2,462	1,299			1	1,125	5,943	13,347	19,290	153	65	788	58	942	23



Total way tolls on vessels.....	168 44	162 70	331 14
" passengers.....	0 46	0 15	0 61
Total way tolls.....	322 55	951 43	1,273 98

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, August 12, 1903.

RICHARD DEVLIN,  
*Compiler of Canal Statistics.*

APPENDIX A.—Continued.

No. (A) 4.—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 1902.

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.....	6	12							6	12	18	1	20	2	40	3	60
Apples.....	40	5,215					209		40	5,424	5,464	4	00	786	16	790	16
Agricultural products not enumerated, vegetables..	344	1,973						43	344	2,016	2,360	49	46	300	93	350	39
Agricultural products not enumerated, animal.....	1,363	2,734					75	58	1,438	2,792	4,230	71	39	353	22	421	61
Agricultural implements ..	109	19							109	19	128	14	71	1	10	15	81
Barley.....	161	8,094							161	8,094	8,255	4	03	783	60	787	63
Bricks.....	7,995	536	22				515		8,532	536	9,068	445	15	22	70	467	85
Bones.....	18	20							18	20	38	68		1	62	2	30
Brimstone.....	780		3						783		783	81	16			81	16
Buckwheat.....	11	909							11	909	920	43		85	09	85	52
Cement and water lime....	3,167	2,234	289				587		4,043	2,234	6,277	426	95	285	32	712	27
Clay, lime and sand.....	12,927	29,883					2,634	501	15,561	30,384	45,945	704	58	1,332	47	2,037	05
Coal.....	42,932					417		49,044		92,393	92,393			12,636	33	12,636	33
Corn.....	111	12,657						569	111	13,226	13,337	16	32	351	20	367	52
Cattle.....	41	355							41	355	396	1	85	25	75	27	60
Cotton (raw).....		3								3	3				45		45
Crockery and earthenware..	64	138							64	138	202	11	51	27	60	39	11
Dye wood and dye stuffs...	20	22					7		27	22	49	3	11	4	40	7	51
Fish.....	120	8							120	8	128	9	38	43		9	81
Flax and hemp.....		5								5	5				75		75
Flour.....	1,081	14,763							1,081	14,763	15,844	68	46	1,057	27	1,125	73
Furniture.....	488	901							488	901	1,389	89	88	163	49	253	37
Gypsum.....	826	5							826	5	831	10	55		38	10	93
Glass (all kinds).....	939	186	1,366						2,305	186	2,491	458	53	35	39	493	92
Hay (pressed).....	986	1,062			9				995	1,062	2,057	37	53	58	72	96	25
Hogs.....	4	8							4	8	12		16	61		77	
Horses.....	267	450	2						269	450	719	17	69	32	47	50	16

DEPARTMENT OF RAILWAYS AND CANALS





No. (A) 4.—GENERAL STATEMENT showing the Quantity of each Article transported on the St. Lawrence Canals, &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.				
Barrels, empty .....	617	59							617	59	676	\$ 54 90	\$ 5 30	\$ 60 20
Boat knees .....														
Floats .....	80								80		80	1 40		1 40
Fire wood, in vessels .....	36,312	4,263	75		90				36,477	4,263	40,740	2,199 15	75 51	2,274 66
"    rafts .....														
Hoops .....														
Hop poles .....														
Lumber sawn, in vessels .....	21,396	4,608	10	160	44	5		15	21,450	4,788	26,238	506 21	169 45	675 66
"    rafts .....		183								183	183		8 19	8 19
Masts, spars, and telegraph poles, in vessels .....	7	25							7	25	32	15	32	47
Masts, spars, and telegraph poles, in rafts .....		24,854								24,854	24,854		621 35	621 35
Railway ties, in vessels .....	29	626							29	626	655	59	50 00	50 59
"    in rafts .....														
Saw logs .....	6	381							6	381	387	25	8 48	8 73
Staves and headings, barrel .....														
"    "    pipe .....														
"    "    West India .....														
Staves, salt barrel .....														
Shingles .....	16	149							16	149	165	2 89	20 36	23 25
Split posts and fence rails, in vessels .....														
Split posts and fence rails, in rafts .....	20								20		20	50		50
Timber, square, in vessels .....	313	80							313	80	393	12 57	1 00	13 57
"    "    rafts .....	2,060	5,370							2,060	5,370	7,430	51 50	134 25	185 75
Traverses .....														
Woodenware and wood partly manufactured .....	43	12							43	12	55	13 10	4 80	17 90
Total freight paying tolls .....	176,441	475,990	6,944	160	486	990	8,323	53,855	192,194	530,995	723,189	16,012 80	30,802 40	46,815 20

<i>Free articles having paid full tolls on Welland Canal.</i>												
Agricultural implements.....							13	13	13			
Corn.....	924						10,105	11,029	11,029 ✓			
Flour.....	2,167						4,588	6,755	6,755 ✓			
Iron, railway.....	50							50	50			
" all other.....	555						5,230	5,785	5,785 ✓			
Merchandise.....	87						332	419	419 ✓			
Molasses.....	32						22	54	54 ✓			
Oats.....	1,122						320	1,442	1,442 ✓			
Oils.....	7,095						4,996	12,091	12,091 ✓			
Rye.....	1,895						2,184	4,079	4,079 ✓			
Wheat.....	158,818						42,157	200,975	200,975 ✓			
Barrels (empty).....	15							15	15 ✓			
Lumber, sawn, in vessels..	1,001						84	1,085	1,085 ✓			
Woodenware.....	17							17	17 ✓			
Coal, free per Order in C. 97,019	1,056				1,176	21,006	98,195	22,062	120,257 ✓			
<i>Free articles for Canal construction, O. C., 1884.</i>												
Railway ties.....		19						19	19 ✓			
Timber, square.....		149						149	149 ✓			
Stone, unwrought.....	60	5,650					60	5,650	5,710 ✓			
Grand total, freight.....	273,520	656,642	6,944	160	486	990	9,499	144,892	290,449	802,684	1,093,133	
Total tolls on vessels.....										8,176 57	6,615 61	14,792 18
" " passengers.....										1,139 56	2,334 17	3,473 73
" " free goods.....										\$35,749 35		
Total tolls.....										25,328 93	39,752 18	65,081 11
Fines.....												22 50
* Damages.....												2,202 62
Wharfage and storage.....												4,280 79
Other receipts.....												
Total revenue, exclusive of hydraulic rents.....												71,587 02

\* Amount of damages not included in above, \$435.56.

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, August 12, 1903.

RICHARD DEVLIN,  
Compiler of Canal Statistics.

APPENDIX A—Continued.

No. (A) 5.—GENERAL STATEMENT showing the Quantity of each Through Article transported on the St. Lawrence Canals, and the Amount of Tolls collected during the Season of Navigation in 1902.

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.....	6	12							6	12	18	\$ 1 20	\$ 2 40	\$ 3 60
Apples.....	1	4,960					209		1	5,169	5,170	15	775 35	775 50
Agricultural products not enumerated, vegetables..	315	1,957					43		315	2,000	2,315	47 25	299 85	347 10
Agricultural products not enumerated, animal....	50	1,814					58		50	1,872	1,922	7 50	280 80	288 30
Agricultural implements..		7,693								7,693	7,693		769 30	769 30
Barley.....		7,693								7,693	7,693		769 30	769 30
Bricks.....	850	22	22						872	22	894	130 80	3 30	134 10
Bones.....		1								1	1		15	15
Brimstones.....	73		3						76		76	11 40		11 40
Buckwheat.....		830								830	830		83 00	83 00
Cement and water lime....	1,679	1,791	289						1,968	1,791	3,759	295 20	268 65	563 85
Clay, lime and sand.....	641						501		641	501	1,142	87 75	75 15	162 90
Coal.....		41,030					38,696			79,726	79,726		11,958 90	11,958 90
Corn.....	106	27							106	27	133	15 90	2 85	18 75
Cattle.....														
Cotton (raw).....		3								3	3		45	45
Crockery and earthenware.	25	138							25	138	163	5 00	27 60	32 60
Dye wood and dye stuffs ..	4	22							4	22	26	80	4 40	5 20
Fish.....	27								27		27	4 05		4 05
Flax.....		5								5	5		75	75
Flour.....	12	3,285							12	3,285	3,297	1 80	492 75	494 55
Furniture.....	364	747							364	747	1,111	72 80	149 40	222 20
Gypsum.....														
Glass (all kinds)....	818	173	1,366						2,184	173	2,357	436 80	34 60	471 40
Hay (pressed).....														
Hogs.....														
Horses.....	21	77							21	77	98	3 15	11 55	14 70





No. (A) 5.—GENERAL STATEMENT showing the Quantity of each Through Article transported on the St. Lawrence Canals, and the Amount of Tolls collected during the Season of Navigation in 1902.

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.				
Barrels, empty.....	120	7							120	7	127	\$ 22 26	\$ 1 00	\$ 23 26
Boat knees.....														
Floats.....														
Fire wood, in vessels.....	31,824								31,824		31,824	2,121 60		2,121 60
" rafts.....														
Hoops.....														
Hop poles.....														
Lumber, sawn, in vessels.....	199	484							196	484	683	17 70	43 48	61 13
" rafts.....														
Masts, spars, and telegraph poles, in vessels.....														
Masts, spars, and telegraph poles, in rafts.....														
Railway ties, in vessels.....		626								626	626		50 00	50 00
" rafts.....														
Saw logs.....														
Staves and headings, barrel.....														
" " pipe.....														
" " West India.....														
Staves, salt barrel.....														
Shingles.....														
Split posts and fence rails, in vessels.....														
Split posts and fence rails, in rafts.....														
Timber, square, in vessels.....														
" rafts.....														
Traverses.....														
Woodenware and wood partly manufactured.....	24	12							24	12	36	9 60	4 80	14 40
Total freight paying tolls.....	76,988	95,398	6,832					42,898	83,820	133,296	222,116	11,001 61	19,283 18	30,284 79

<i>Free articles having paid full tolls on the Welland Canal:</i>											
Agricultural implements.....							13	13	13		
Corn.....	708						1,011	1,719	1,719		
Flour.....	2,167						4,588	6,755	6,755		
Iron railway.....	50							50	50		
" all other.....	555						5,230	5,785	5,785		
Merchandise.....	87						332	419	419		
Molasses.....	32						22	54	54		
Oats.....	1,122						320	1,442	1,442		
Oils.....	7,095						4,996	12,091	12,091		
Rye.....	1,895						2,184	4,079	4,079		
Wheat.....	158,818						42,157	200,975	200,975		
Barrels (empty).....	15							15	15		
Lumber sawn (in vessels).....	1,001						84	1,085	1,085		
Woodenware.....	17							17	17		
Coal.....							15,976	15,976	15,976		
Coal free per Order in Council.....	9,231						9,231		9,231		
Grand total freight..	86,219	268,960	6,832				119,811	93,051	388,771		
									481,822		
								Total tolls on vessels.....	4,299 28	4,370 18	8,669 46
								" passengers.....	668 35	1,546 95	2,215 30
								" free good.....	\$29,139.56		
								Total through tolls .....	15,969 24	25,200 31	41,169 55

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, August 12, 1903.

RICHARD DEVLIN,  
*Compiler of Canal Statistics.*



APPENDIX A—Continued.

No. (A) 6—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 1902—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.
Ashes, pot and pearl.....														
Apples .....	39	255							39	255	294	3 85	10 81	14 66
Agricultural products not enumerated, vegetables.....	29	16							29	16	45	2 21	1 08	3 29
Agricultural products not enumerated, animal.....	1,313	920					75		1,388	920	2,308	63 89	72 42	136 31
Agricultural implements..	109	19							109	19	128	14 71	1 10	15 81
Barley.....	161	401							161	401	562	4 03	14 30	18 33
Bricks.....	7,666	514							7,660	514	8,174	314 35	19 40	333 75
Bones.....	18	19							18	19	37	0 68	1 47	2 15
Brinstone.....	707								707		707	69 76		69 76
Buckwheat .....	11	79							11	79	90	0 43	2 09	2 52
Cement and water lime...	2,075	443							2,075	443	2,518	131 75	16 67	148 42
Clay, lime and sand .....	14,920	29,883							14,920	29,883	44,803	616 83	1,257 32	1,874 15
Coal.....		1,902				417				12,667	12,667		677 43	677 43
Corn.....	5	13,199							5	13,199	13,204	0 42	348 35	348 77
Cattle.....	41	355							41	355	396	1 85	25 75	27 60
Cotton (raw).....														
Crockery and earthenware	39								39		39	6 51		6 51
Dye wood and dye stuffs..	16						7		23		23	2 31		2 31
Fish.....	93	8							93	8	101	5 33	0 43	5 76
Flax and hemp .....														
Flour.....	1,069	11,478							1,069	11,478	12,547	66 66	564 52	631 18
Furniture.....	124	154							124	154	278	17 08	14 09	31 17
Gypsum.....	826	5							826	5	831	10 55	0 38	10 93
Glass (all kinds).....	121	13							121	13	134	21 73	0 79	22 52
Hay (pressed).....	995	1,062							995	1,062	2,057	37 53	58 72	96 25
Hogs.....	4	8							4	8	12	0 16	0 61	0 77
Horses.....	246	373	2						248	373	621	14 54	20 92	35 46

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Hides and skins, horns and hoofs.....	43	76					43	76	119	3 23	3 18	6 41		
Ice.....														
Iron, railway.....	443	117					443	117	560	33 10	7 70	40 80		
" pig.....	1,364	2		7			1,371	2	1,373	101 97	0 12	162 09		
" all other.....	21,505	960	25			25	21,530	985	22,515	909 12	48 81	957 93		
Iron ore.....														
Kryolite chemical ore and other ore, except iron.....					274		274		274	13 70		13 70		
Lard and lard oil.....	43	36					43	36	79	4 28	1 78	6 06		
Meal, all kinds.....	38	343					38	343	381	2 55	16 24	18 79		
Meats, other than pork.....	18	4					18	4	22	1 80	0 31	2 11		
Marble.....	2						2		2	0 38		0 38		
Manilla.....	1						1		1	0 19		0 19		
Mollasses.....	428	152					428	152	580	64 55	7 70	72 25		
Nails.....	1,216	512					1,216	512	1,728	112 70	25 60	138 30		
Oats.....	337	12,798					337	12,798	13,135	8 88	344 83	353 71		
Oil (in barrels).....	509	185			10		519	185	704	62 62	9 25	71 87		
Oil cake.....	2	5,900					2	5,900	5,902	0 20	294 53	294 73		
Pease.....	4	63					4	63	67	0 29	1 78	2 07		
Potatoes.....	25	31					25	31	56	1 91	2 01	3 92		
Pork.....	130	701					130	701	831	12 77	35 12	47 89		
Paint.....	141	138					141	138	279	22 47	6 90	29 37		
Pitch and tar.....	33	21			190		223	21	244	14 11	1 05	15 16		
Rags.....	23	20			146		169	20	189	10 55	1 90	12 45		
Rye.....		11,552						11,552	11,552		288 83	288 83		
Flaxseed.....		11,606						11,606	11,606		290 18	290 18		
Rosin.....	189	12			1,730		1,919	12	1,931	97 46	0 60	98 06		
Salt.....	2,744	154			168		2,912	154	3,066	266 48	6 20	272 68		
Stone intended for cutting wrought.....	400						400		400	16 48		16 48		
" not suitable for cutting, unwrought.....	194						194		194	9 84		9 84		
Seeds, all kinds.....		561			84			561	645	4 37	11 40	15 77		
Sheep.....	6,784	375					6,784	375	7,159	264 19	17 62	281 81		
Soda ash.....	4	87					4	87	91	0 16	6 59	6 75		
Steel.....	21						21		21	3 99		3 99		
Sugar.....	263	48					263	48	311	19 83	2 13	21 96		
Spirits, beer, &c.....	1,398	108			977		2,375	108	2,483	216 14	5 60	221 74		
Tobacco (raw).....	533	100					533	100	633	72 09	5 44	77 53		
Tallow.....	22						22		22	2 07		2 07		
Tin.....		3						3	3		0 24	0 24		
Turpentine.....	103						103		103	14 59		14 59		
Wheat.....	21				125		146		146	7 30		7 30		
White lead.....	421	231,489					421	231,489	231,910	11 90	5,787 69	5,799 59		
Whiting.....	47	4					47	4	51	8 75	0 20	8 95		
Wool.....	8						8		8	1 43		1 43		
All other goods and merchandise not enumerated	4,388	2,416			336	568	801		5,525	2,984	8,509	533 54	179 26	712 80
Bark.....														

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No. (A) 6—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 1902.

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.
Barrels, empty.....	497	52							497	52	549	32 64	4 30	36 94
Boat knees.....														
Floats.....	80								80		80	1 40		1 40
Firewood, in vessels.....	4,488	4,263	75		90				4,653	4,263	8,916	77 55	75 51	153 06
" rafts.....														
Hoops.....														
Hop poles.....														
Lumber, sawn, in vessels.....	21,197	4,124	10	160	44	5		15	21,251	4,304	25,555	4 8 51	126 02	614 53
" rafts.....		183								183	183		8 19	8 19
Masts, spars and telegraph poles, in vessels.....	7	25							7	25	32	0 15	0 32	0 47
Masts, spars and telegraph poles, in rafts.....		24,854								24,854	24,854		621 35	621 35
Railway ties, in vessels.....	29								29		29	0 59		0 59
" rafts.....														
Saw logs.....	6	381							6	381	387	0 25	8 48	8 73
Staves and headings, barrel pipe.....														
" " West India.....														
Staves, salt barrel.....														
Shingles.....	16	149							16	149	165	2 89	20 36	23 25
Split posts and fence rails, in vessels.....														
Split posts and fence rails, in rafts.....	20								20		20	0 50		0 50
Timber, square, in vessels.....	313	80							313	80	393	12 57	1 00	13 57
" rafts.....	2,060	5,370							2,060	5,370	7,430	51 50	134 25	185 75
Traverses.....														
Woodenware and wood partly manufactured.....	19								19		19	3 50		3 50
Total freight paying tolls.....	103,198	381,161	112	160	477	990	4,587	10,388	108,374	392,699	501,073	5,011 19	11,519 22	16,530 41



<i>Free articles, having paid full tolls on Welland Canal:—</i>														
20	Corn.....	216						9,094		9,310	9,310			
V	Coal, free, per Order In Council.....	87,738	1,056				1,176	5,030	88,964	6,086	95,050			
7	<i>Free articles for canal construction O. C., 1884:—</i>													
	Railway ties.....	19								19	19			
	Timber, square.....	149								149	149			
	Stone, unwrought.....	60	5,650						60	5,650	5,710			
	Grand total way freight..	191,046	388,251	112	160	477	990	5,763	24,512	197,398	413,913	611,311		
											Total tolls on vessels.....	3,877 29	2,245 43	6,122 72
											" passengers.....	471 21	787 22	1,258 43
											" free goods.....	\$6,609 79		
											Total way tolls.....	9,359 69	14,551 87	23,911 56

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, August 12, 1903.

RICHARD DELVIN,  
*Compiler of Canal Statistics.*

APPENDIX A—Continued.

No. (A) 7.—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 1902.

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.		\$	cts.
Ashes, pot and pearl.....													
Apples.....		117								117	177	7	04
Agricultural products not enumerated, vegetables.....		4									4	0	24
" " " animal.....	1	2,918							1	2,918	2,919	247	93
Agricultural implements.....		2								2	2	0	34
Barley.....													
Bricks.....													
Bones.....		3								3	3	0	22
Brimstone.....													
Buckwheat.....		20								20	20	1	97
Cement and water lime.....		67								67	67	6	44
Clay, lime and sand.....	30	1,625							30	1,625	1,655	68	01
Coal.....													
Corn.....													
Cattle.....		651								651	651	52	01
Cotton (raw).....													
Crockery and earthenware.....													
Dye wood and dye stuffs.....													
Fish.....		3								3	3	0	30
Flax and hemp.....													
Flour.....		8								8	8	0	80
Furniture.....		23								23	23	3	56
Gypsum.....													
Glass (all kinds).....		8								8	8	1	52
Hay (pressed).....		3,465								3,465	3,465	283	38
Hogs.....		118								118	118	9	41
Horses.....	12	194							12	194	206	11	20
Hides and skins, horns and hoofs.....		16								16	16	1	78
Ice.....													

Iron, railway										
" pig										
" all other		26						26	26	2 03
Iron ore										
Kryolite chemical ore and other ore, except iron										
Lard and lard oil										
Meal, all kinds										
Meats, other than pork										
Marble										
Manilla										
Molasses										
Nails		2						2	2	0 38
Oats		565						565	565	47 29
Oil (in barrels)		1						1	1	0 19
Oil cake										
Pease										
Potatoes		148						148	148	9 31
Pork		8						8	8	0 56
Paint		2						2	2	0 38
Pitch and tar		91						91	91	17 29
Rags		77						77	77	14 00
Rye										
Flaxseed										
Rosin	5							5	5	0 70
Salt		8						8	8	0 48
Stone intended for cutting		1						1	1	0 10
" wrought										
" not suitable for cutting, unwrought										
Seeds, all kinds		2						2	2	0 20
Sheep		515						515	515	45 20
Soda ash										
Steel										
Sugar		1						1	1	0 19
Spirits, beer, &c.		4						4	4	0 58
Tobacco (raw)		3						3	3	0 18
Tallow		6						6	6	0 59
Tin										
Turpentine										
Wheat										
White lead		1						1	1	0 19
Whiting										
Wool										
All other goods and merchandise not enumerated	4	605						4	605	609 97 26
Bark										
Barrels, empty		77						77	77	4 07
Boat knees										
Floats	30	53,447						30	53,447	53,477 458 59
Firewood, in vessels		16,399		264					16,663	16,663 556 67
" rafts										
Hoops										



No. (A) 7.—GENERAL STATEMENT showing the Quantity of each Article transported on the Ottawa Canals, and the Amount of Revenue Collected, &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.			
												\$ cts.	
Hop poles .....													
Lumber, sawn, in vessels .....		253,107		33,281						286,388	286,388	20,109	75
" " rafts .....		48								48	48	0	96
Masts, spars, and telegraph poles, in vessels .....													
" " rafts .....													
Railway ties, in vessels .....		54								54	54	4	60
" " rafts .....		32								32	32	2	12
Saw logs .....		1,435								1,435	1,435	32	64
Staves and headings, barrel .....													
" " pipe .....													
" " West India .....													
Staves, salt barrel .....													
Shingles .....		76								76	76	9	60
Split posts and fence rails, in vessels .....													
" " rafts .....													
Timber, square, in vessels .....		72								72	72	3	33
" " rafts .....		11,270								11,270	11,270	118	34
Traverses .....													
Woodenware and wood partly manufactured .....													
Total freight paying tolls .....	82	347,325		33,545					82	380,870	380,952	22,233	92
<i>Free per Order in Council, June 27, 1890.</i>													
Floats .....		29,900								29,900	29,900		
Lumber, sawn, in rafts .....		27								27	27		
Railway ties .....		25								25	25		
Timber, square .....		33,020								33,020	33,020		
Saw logs .....		758								758	758		
Freight, grand total .....	82	411,055		33,545					82	444,600	444,682		

Total tolls, on vessels.....		2,436 58
" passengers .....		181 87
	Total tolls.....	24,852 37
" free goods .....	\$616 17	
Other receipts .....		10 00
	Total revenue, exclusive of hydraulic rents.....	\$ 24,862 37

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, August 12, 1903.

RICHARD DEVLIN,  
*Compiler of Canal Statistics.*

APPENDIX A—Continued.

No. 8 (A).—GENERAL STATEMENT showing the Quantity of each Article transported on the Chambly Canal, and the Amount of Revenue collected during the Season of Navigation 1902.

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.....		598						151		749	749	57 03
Agricultural products not enumerated, vegetables.....		1								1	1	10
" " " animal.....								3		3	3	30
Agricultural implements.....	81	10							81	10	91	3 80
Barley.....												
Bricks.....	972	630							972	630	1,602	133 61
Bones.....												
Brimstone.....												
Buckwheat.....												
Cement and water lime.....	3,640	14						3,154	3,640	3,168	6,808	507 24
Clay, lime and sand.....	347							25,049	347	25,049	25,396	1,934 81
Coal.....								23,768		23,768	23,768	2,317 85
Corn.....		1								1	1	10
Cattle.....	13	209							13	209	222	7 64
Cotton (raw).....										55	55	5 48
Crockery and earthenware.....		55						52		52	52	5 20
Dye wood and dye stuffs.....												
Fish.....												
Flax and hemp.....									789	4	793	30 26
Flour.....	690	4	99									
Furniture.....												
Gypsum.....										4	4	28
Glass (all kinds).....		4						94	29,826	2,080	31,906	2,308 74
Hay (pressed).....	115	1,986	29,711									
Hogs.....									26	39	65	2 39
Horses.....	26	39										
Hides and skins, horns and hoofs.....												
Ice.....									10		10	67
Iron, railway.....	10											



" pig							37		37	1 27
" all other	37									
Iron ore							29,347	29,347	29,347	1,468 20
Kyrolite chemical ore and other ore, except iron							4,830	4,830	4,830	241 50
Lard and lard oil							17	17	17	1 70
Meal, all kinds										
Meats, other than pork										
Marble										
Manilla										
Molasses	78	4					78	4	82	2 76
Nails	53						53		53	1 86
Oats		998						998	998	33 43
Oil (in barrels)	67					15	67	15	82	3 83
Oil cake										
Pease										
Potatoes								10		
Pork		10						10	10	35
Paint										
Pitch and tar							1,331	1,331	1,331	133 10
Rags										
Rye										
Flax seed										
Rosin							2,694	2,694	2,694	302 46
Salt	216						336	216	336	40 82
Stone intended for cutting										
" wrought										
" not suitable for cutting, unwrought	2,918	9,247					3,120	2,918	12,367	15,285
Seeds, all kinds	6							6	6	20
Sheep		122						122	122	4 22
Soda ash										
Steel										
Sugar	86						1,090	86	1,090	1,176
Spirits, beer, etc										
Tobacco (raw)										
Tallow										
Tin										
Turpentine							137	137	137	13 70
Wheat										
White lead										
Whiting										
Wool										
All other goods and merchandise not enumerated	1,437	604	2,963				1,046	4,400	1,650	6,050
Bark										
Barrels, empty	19							19		19
Boat knees										
Floats										
Fire wood in vessels	15	1,692	194,052					194,067	1,692	195,759
" in rafts										
Hoops										
Hop poles							1	26,742	8	26,750
										1,486 85

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.		
Lumber, sawn, in vessels .....	1,741	7	25,001									\$ cts.
" " in rafts .....												
Masts, spars and telegraph poles, in vessels .....							73	40	74		114	7 80
" " " in rafts .....	40	1						2,334			2,334	186 31
Railway ties, in vessels .....			2,334									
" " in rafts .....												
Staves and headings, barrel .....												
" " pipe .....												
" " West India .....												
" salt barrel .....												
Shingles .....												
Split posts and fence rails, in vessels .....												
" " " in rafts .....												
Timber, square, in vessels .....							127		127		127	6 33
" " in rafts .....												
Traverses .....												
Woodenware and wood partly manufactured .....							4		4		4	1 00
Total freight paying tolls.....	12,607	16,236	254,160					96,439	266,767	112,675	379,442	18,772 14
											Total tolls on vessels .....	3,889 43
											" passengers .....	51 74
											Total tolls .....	22,713 31
											Fines .....	10 00
											Total revenue, exclusive of hydraulic rents.....	\$ 22,723 31

APPENDIX A—Continued.

No. (A) 9.—GENERAL STATEMENT showing the Quantity of each Article transported on the Rideau Canal and the Amount of Tolls collected during the Season of Navigation in 1902.

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, pots and pearl.....	2	1							2	3	1	\$ cts. 0 26
Apples.....	7	18							7	18	25	0 68
Agricultural products not enumerated, vegetables.....	2	11							2	11	13	0 39
"                    "                    animal.....	229	573							229	573	802	26 16
Agricultural implements.....	88	110							88	110	198	18 21
Barley.....		122								122	122	2 86
Bricks.....	260	133	100						360	133	493	12 42
Bones.....												
Brimstone.....												
Buckwheat.....		7								7	7	0 17
Cement and water lime.....	480	180							480	180	660	16 58
Clay, lime and sand.....	5,161	629							5,161	629	5,790	135 59
Coal.....		155					4,379			4,534	4,534	179 81
Corn.....	17	5							17	5	22	0 55
Cattle.....	4	1							4	1	5	0 17
Cotton (raw).....		1								1	1	0 03
Crockery and earthenware.....	3	12							3	12	15	1 35
Dye wood and dye stuffs.....												
Fish.....	30								30		30	0 76
Flax and hemp.....												
Flour.....	136	351							136	351	487	12 14
Furniture.....	31	30							31	30	61	5 67
Gypsum.....												
Glass (all kinds).....	50	8							50	8	58	5 29
Hay (pressed).....	1,132	5		72					1,132	77	1,209	42 73
Hogs.....												
Horses.....	6	3							6	3	9	0 27
Hides and skins, horns and hoofs.....		1								1	1	0 03
Ice.....												
Iron, railway.....	3	2							3	2	5	0 14
" pig.....	27								27		27	0 65
" all other.....	427	24							427	24	451	12 59
Iron ore.....												



No. (A) 9.—GENERAL STATEMENT showing the Quantity of each Article transported on the Rideau Canal, &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.		\$	cts.
Kryolite chemical ore and other ore, except iron.....													
Lard and lard oil.....	48	5							48	5	53	1	45
Meal, all kinds.....	16	45							16	45	61	1	61
Meats, other than pork.....	4								4		4	0	14
Marble.....													
Manilla.....													
Molasses.....	122	3							122	3	125	10	92
Nails.....	103	4							103	4	107	11	13
Oats.....	148	393							148	393	541	18	23
Oil (in barrels).....	139	24							139	24	163	14	64
Oil cake.....		2								2	2	0	06
Pease.....													
Potatoes.....	9	3							9	3	12	0	33
Pork.....	105	6							105	6	111	3	06
Paint.....	22	2							22	2	24	2	52
Pitch and tar.....	14	3							14	3	17	1	52
Rags.....	8	37							8	37	45	4	01
Rye.....		28								28	28	0	66
Flaxseed.....													
Rosin.....	7								7		7	0	71
Salt.....	884	237							884	237	1,121	29	25
Stone intended for cutting.....	30								30		30	0	70
" wrought.....													
" not suitable for cutting, unwrought.....		23								23	23	0	28
Seeds, all other kinds.....	13	59							13	59	72	1	70
Sheep.....	12								12		12	0	30
Soda ash.....	12								12		12	1	05
Steel.....	36	3							36	3	39	1	00
Sugar.....	125	76							125	76	201	19	18
Spirits, beer, &c.....	133	73							133	73	206	18	38
Tobacco (raw).....	9								9		9	0	22
Tallow.....													
Tin.....	1								1		1	0	09
Turpentine.....	1								1		1	0	09
Wheat.....	1	1,040							1	1,040	1,041	24	33
White lead.....	25								25		25	2	25

Whiting..	8						8		8	0 71
Wool	1	1					1	1	2	0 06
All other goods and merchandise not enumerated..	773	483					773	483	1,256	119 15
Bark	28						28		28	0 66
Barrels empty	71	25					71	25	96	5 24
Boat knees										
Floats	280						280		280	4 90
Firewood, in vessels.	10,463	1,363	138				10,601	1,363	11,964	231 56
" " rafts										
Hoops										
Hop poles	18						18		18	2 50
Lumber, sawn, in vessels	2,527	3,630	3,987	4,036		4	6,514	7,670	14,184	1,032 17
" " rafts	10						10		10	0 38
Masts, spars, and telegraph poles, in vessels.		83						83	83	2 22
" " " rafts										
Railway ties, in vessels	188		25				213		213	24 50
" " rafts										
Saw logs	19						19		19	0 40
Staves and headings, barrel										
" " pipe										
" " West India										
Staves, salt barrel										
Shingles	104	71				2	104	73	177	51 92
Split posts and fence rails, in vessels.										
" " " rafts										
Timber, square, in vessels										
" " rafts	220						220		220	4 11
Traverses	100						100		100	0 64
Woodenware and wood partly manufactured										
Total freight paying tolls	24,932	10,104	4,250	4,108		4,385	29,182	18,597	47,779	2,126 53
Coal, free, per Order in Council	3,100						3,100		3,100	
Grand total freight	28,032	10,104	4,250	4,108		4,385	32,282	18,597	50,879	
Total tolls on vessels										1,478 62
" " passengers										226 00
Total tolls										3,831 15
Total tolls on free coal									\$82 68	
Fines										5 00
Wharfage										51 88
Bank dues										1 68
Winterage										108 00
Other receipts										40 00
Total revenue, exclusive of hydraulic rents										4,037 71

APPENDIX A—Continued.

No. (A) 10—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, 1902.

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.....	124								124		124	1 20
Agricultural products not enumerated, vegetables.....	107								107		107	1 07
"          "          "          animal.....	1								1		1	01
Agricultural implements.....	3								3		3	03
Barley.....	13								13		13	13
Bricks.....	3,822								3,822		3,822	38 22
Bones.....												
Brimstone.....												
Buckwheat.....												
Cement and water lime.....	262	1,228							262	1,228	1,490	14 90
Clay, lime and sand.....	5	96							5	96	101	1 01
Coal.....	102	31,557							102	31,557	31,659	316 59
Corn.....												
Cattle.....	12								12		12	12
Cotton (raw).....												
Crockery and earthenware.....	23								23		23	23
Dye wood and dye stuffs.....												
Fish.....	26	1,993		200					26	2,193	2,219	22 19
Flax and hemp.....												
Flour.....	1,473								1,473		1,473	14 73
Furniture.....	36	1							36	1	37	37
Gypsum.....												
Glass (all kinds).....	21								21		21	21
Hay (pressed).....	1,101								1,101		1,101	11 01
Hogs.....												
Horses.....	3								3		3	03
Hides and skins, horns and hoofs.....												
Ice.....												
Iron, railway.....		600								600	600	6 00



Iron pig.....											
" all other.....	83	128						83	128	211	2 11
Iron ore.....											
Kryolite chemical ore and other ore, except iron....	21	100						21	100	121	1 21
Lard and lard oil.....	2							2		2	02
Meal, all kinds.....	455				120			575		575	5 75
Meats, other than pork.....	30							30		30	30
Marble.....		9							9	9	09
Manilla.....	26							26		26	26
Molasses.....	340							340		340	3 40
Nails.....	64							64		64	64
Oats.....	2,127	8						2,127	8	2,135	21 35
Oil (in barrels).....	246	34						246	34	250	2 80
Oil cake.....											
Pease.....											
Potatoes.....	4,212							4,212		4,212	42 12
Pork.....	17							17		17	17
Paint.....	17							17		17	17
Pitch and tar.....	11	10						11	10	21	21
Rags.....											
Rye.....											
Flax seed.....											
Rosin.....	1							1		1	01
Salt.....	407	13						407	13	420	4 20
Stone intended for cutting.....	253							253		253	2 53
" wrought.....											
" not suitable for cutting, un wrought.....		3,397							5,397	5,397	53 97
Seeds, all kinds.....											
Sheep.....	3							3		3	03
Soda ash.....	4							4		4	04
Steel.....											
Sugar.....	123							123		123	1 23
Spirits, beer, etc.....	44							44		44	44
Tobacco (raw).....	2							2		2	02
Tallow.....											
Tin.....	23	2						23	2	25	25
Turpentine.....											
Wheat.....											
White lead.....	1							1		1	01
Whiting.....											
Wool.....											
All other goods and merchandise not enumerated....	688	7						688	7	695	6 95
Bark.....	11							11		11	11
Barrels empty.....	22	3						22	3	25	25
Boat knees.....											
Floats.....											
Fire wood, in vessels.....		141							141	141	1 41
" rafts.....											
Hoops.....											
Hop poles.....											

No. (A) 10—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 1902.

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.		
Lumber, sawn, in vessels	13,671								13,671		13,671	\$ 136 71
" " rafts												
Masts, spars, and telegraph poles, in vessels	2	25							2	25	27	27
" " rafts												
Railway ties, in vessels	100	45							100	45	145	1 45
" " rafts												
Saw logs												
Staves and headings, barrel												
" " pipe												
" " West India												
Staves, salt barrel												
Shingles	296								296		296	2 96
Split posts and fence rails, in vessels	367								367		367	3 67
" " rafts												
Timber, square, in vessels	913	25					80		993	25	1,018	10 18
" " rafts												
Traverses												
Woodenware and wood partly manufactured												
Total freight paying tolls	31,716	41,422		200			200		31,916	41,622	73,538	735 38
Totals tolls on vessels											2,298 76	
Other receipts												
Total receipts											3,034 14	

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, August 12, 1903.

RICHARD DEVLIN,  
Compiler of Canal Statistics.

No. (A) 11.—GENERAL STATEMENT showing the Quantity of each Article transported on the Trent Valley Canals—Continued.

20—v—8

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, vegetables												
" " animal.												
Agricultural implements												
Barley												
Bricks		16								16	16	16
Bones												
Brimstone												
Buckwheat												
Cement and water lime	400								400		400	1 28
Clay, lime and sand.												
Coal												
Corn												
Cattle	2								2		2	02
Cotton (raw)												
Crockery and earthenware.												
Dye wood and dye stuffs.												
Fish												
Flax and hemp												
Flour												
Furniture.												
Gypsum.												
Glass (all kinds).												
Hay (pressed)												
Hogs	181								181		181	1 87
Horses												
Hides and skins, horns and hoofs.												
Ice												
Iron, railway.												
" pig.												
" all other.												



No. (A) 11.—GENERAL STATEMENT showing the quantity of each article transported on the Trent Valley Canals, &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.		
												\$ cts.
Iron ore												
Kryolite chemical ore and other ore except iron												
Lard and lard oil												
Meal, all kinds												
Meats, other than pork												
Marble												
Manilla												
Molasses												
Nails												
Oats												
Oil (in barrels)												
" cake												
Pease	6								6		6	06
Potatoes												
Pork												
Paint												
Pitch and tar												
Rags												
Rye												
Flax seed												
Rosin												
Salt												
Stone intended for cutting												
" wrought												
" not suitable for cutting, unwrought												
Seeds, all kinds												
Sheep												
Soda ash												
Steel												
Sugar												
Spirits, beer, &c.												
Tobacco (raw)												
Tallow												

Tin										
Turpentine										
Wheat	1,631	30						1,631	30	1,661
White lead										
Whiting										
Wool										
All other goods and merchandise not enumerated	22	109						22	109	131
Bark	389	23						389	23	412
Barrels empty										
Boat knees										
Floats	491	6,766						491	6,766	7,257
Fire wood, in vessels	13,238	2,594						13,238	2,594	15,832
" in rafts										
Hoops										
Hop poles										
Lumber, sawn, in vessels	3,047	1,552						3,047	1,552	4,599
" in rafts	680	225						680	225	905
Masts, spars and telegraph poles, in vessels										
" " " in rafts										
Railway ties, in vessels										
" " in rafts										
Saw logs	9,408	352						9,408	352	9,760
Staves and headings, barrel										
" " pipe										
" " West India										
Staves, salt barrel										
Shingles		3							3	3
Split posts and fence rails, in vessels										
" " in rafts										
Timber, square, in vessels										
" " in rafts		525							525	525
Traverses										
Woodenware and wood partly manufactured										
Total, freight paying tolls	29,495	12,195						29,495	12,195	41,690
										695 94
										204 03
										1,328 98
										41 50
										1,370 48

Total tolls on vessels . . . . . 695 94  
 " passengers . . . . . 204 03  
 Total tolls . . . . . 1,328 98  
 Other receipts . . . . . 41 50  
 Total revenue exclusive of hydraulic rents . . . . . 1,370 48

## APPENDIX A—Continued.

No. (A) 12.—GENERAL STATEMENT showing the Quantity of each Article transported on the Murray Canal, &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.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		\$	cts.
Ashes, pot and pearl .....	2								2		2		06
Apples .....	249	117							249	117	366		6 97
Agricultural products not enumerated, vegetables ..	200	289							200	289	489		9 33
" " animal .....		10								10	10		19
Agricultural implements .....													
Ba ley .....		1,328								1,328	1,328		24 97
Bricks .....	158	30							158	30	188		3 59
Bones .....													
Brimstone .....	2								2		2		04
Buckwheat .....		92								92	92		1 73
Cement and water lime .....	307	40							307	40	347		6 57
Clay, lime and sand .....	51								51		51		98
Coal .....		407						1,443		1,850	1,850		34 72
Corn .....	8								8		8		15
Cattle .....													
Cotton (raw) .....		20								20	20		38
Crockery and earthenware .....	62	77							62	77	139		3 49
Dye wood and dye stuffs .....	10	31							10	31	42		1 05
Fish .....	3		1						4		4		8
Flax and hemp .....													
Flour .....	96	58							96	58	154		2 94
Furniture .....	92	99	1						93	99	192		5 12
Gypsum .....													
Glass (all kinds) .....	257	169							257	169	426		10 74
Hay (pressed) .....													
Hogs .....													
Horses .....	3	5							3	5	8		16
Hides and skins, Horns and Hoofs .....													
Ice .....		15								15	15		75
Iron, railway .....	120	186							120	186	306		5 86
" pig .....													
" all other .....	1,285	102							1,285	102	1,387		26 20





No. (A) 12.—GENERAL STATEMENT showing the Quantity of each Article transported on the Murray Canal, &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.		
Masts, Spars, and telegraph poles, in vessels .....			25						25	45	25	\$ 0 16
" " " rafts .....		45									45	0 88
Railways ties, in vessels .....	63		768						831		831	8 31
" " rafts .....												
Saw logs .....												
Staves and headings, barrel .....												
" " pipe .....												
" " West India .....												
Staves, salt barrel .....												
Shingles .....	5	7	108						113	7	120	10 30
Split posts and fence rails, in vessels .....												
" " rafts .....												
Timber, square, in vessels .....												
" " rafts .....												
Traverses .....												
Woodenware and wood partly manufactured .....												
Total freight paying tolls .....	15,482	10,294	5,601					2,171	21,083	12,465	33,548	593 27
Coal free, per Order in Council .....	1,630								1,630		1,630	
Grand total freight .....	17,112	10,294	5,601					2,171	22,713	12,465	35,178	
Total tolls on vessels .....												284 83
" passengers .....												182 70
Total tolls .....												1,060 80
" free goods .....											\$30 58	
Total revenue, exclusive of hydraulic rents .....												1,060 80

APPENDIX A.—Continued

No. (A) 13.—GENERAL STATEMENT showing the Quantity of each Article transported on the Sault Ste. Marie Canal, during the Season of Navigation, in 1902.

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.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	
Ashes, Pot and Pearl.....											
Apples.....	418		184						602		602
Agricultural products not enumerated, vegetables.....						6,200				6,200	6,200
"          "          "          animal.....											
Agricultural implements.....	10								10		10
Barley.....						21,001				21,001	21,001
Bricks.....	16				170		2,411		2,597		2,597
Bones.....											
Brinstone.....											
Buckwheat.....											
Cement and water lime.....	1,322				4,417				5,739		5,739
Clay, lime and sand.....	1	16,440		6,500			210		211	22,940	23,151
Coal.....	2,529	3,041	800		396,556		160,909		560,794	3,041	563,835
Corn.....								630		630	630
Cattle.....	237	13							237	13	250
Cotton (raw).....											
Crockery and earthenware.....	419								419		419
Dye wood and dye stuffs.....											
Fish.....		1,230		380		278		21		1,909	1,909
Flax and nemp.....											
Flour.....	56	67,307				218,184		30,516	56	316,007	316,063
Furniture.....	125	10							125	10	135
Gypsum.....											
Glass (all kinds).....	473	1							473	1	474
Hay (pressed).....	1,727	62			10				1,737	62	1,799
Hog.....	3								3		3
Horses.....	44	189		15					44	204	248
Hides and skins, horns and hoofs.....		16						54		70	70
Ice.....											



No. (A) 13.—GENERAL STATEMENT showing the Quantity of each Article transported on the Sault Ste. Marie Canal, &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.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	
Iron, railway .....	12,548	11,948			1,820		3,948		18,316	11,948	30,264
" pig .....	9,670					1,081	6,688		16,358	1,081	17,439
" all other .....	3,714	172			6,299	400	1,855		11,868	572	12,440
Iron, ore .....		88,690		187,417		2,165,986		62,359		2,504,452	2,504,452
Kryolite chemical ore and other ore, except iron .....						14,371		30		14,401	14,401
Lard and lard oil .....	3								3		3
Meal, all kinds .....	1	425				14,800			1	15,225	15,226
Meats, other than pork .....	20								20		20
Marble .....											
Manilla .....	670								670		670
Molasses .....	177								177		177
Nails .....	2,443	140	500						2,943	140	3,083
Oats .....	493	6,606						2,590	493	9,196	9,689
Oil (in barrels) .....	434		351		26	1,218			811	1,218	2,029
Oil cake .....		108						551		659	659
Pease .....											
Potatoes .....	7	103							7	153	160
Pork .....	1								1		1
Paint .....	230								230		230
Pitch and tar .....	38								38		38
Rags .....											
Rye .....						2,128				2,128	2,128
Flax seed .....						50,960		2,012		52,972	52,972
Rosin .....											
Salt .....	1		2,655		20,331				22,987		22,987
Stone intended for cutting .....	60		2,470						2,530		2,530
" wrought .....	2				1,106				1,108		1,108
" not suitable for cutting, unwrought .....	1,765	45			4,643				6,408	45	6,453
Seeds, all kinds .....	10	3							10	3	13
Sheep .....											
Soda ash .....											
Steel .....	241	202							241	202	443
Sugar .....	2,978	170			550				3,528	170	3,698
Spirits, beer, &c. ....	906	17							906	17	923

Tobacco (raw).....	1	1							1	1	2
Tallow.....											
Tin.....	131								131		131
Turpentine.....	1										1
Wheat.....		518,904	78,003			180,934		59,534		837,375	837,375
White lead.....	153								153		153
Whiting.....	64								64		64
Wool.....		100				1,311				1,411	1,411
All other goods and merchandise not enumerated...	60,301	2,603	18,760	507	33,831	2,167	3,402	316	116,294	5,593	121,887
Bark.....	27								27		27
Barrels empty.....	120								120		120
Boat knees.....											
Floats.....	158								158		158
Fire wood, in vessels.....	90	555		2,970		5,550			90	9,075	9,165
" " rafts.....		336		2,886						3,222	3,222
Hoops.....											
Hop poles.....											
Lumber, sawn, in vessels.....	235	2,622			29	78,606	330		594	81,228	81,822
" " rafts.....											
Masts, spars, and telegraph poles, in vessels.....		40								40	40
" " " " rafts.....	544	275					25		569	275	844
Railway ties, in vessels.....	1,236	204				1,000	208	22	1,444	1,226	2,670
" " rafts.....											
Saw logs.....	856	4,508	172		336	1,056	263	657	1,627	6,221	7,848
Staves and headings, barrel.....											
" " pipe.....											
" " West India.....											
Staves, salt barrel.....											
Shingles.....		601				7,321		1,058		8,980	8,980
Split posts and fence rails, in vessels.....								7		7	7
" " " " rafts.....											
Timber, square, in vessels.....	300	220			290	934	229	1,860	819	3,014	3,833
" " rafts.....	117	20							117	20	137
Traverses.....											
Woodenware and wood partly manufactured.....											
Total freight.....	108,126	727,927	25,892	278,678	470,414	2,775,536	180,478	162,217	784,910	3,944,358	4,729,268

RICHARD DEVLIN,  
*Compiler of Canal Statistics.*

DEPARTMENT OF RAILWAYS AND CANALS,  
 OTTAWA, August 12, 1903.

3-4 EDWARD VII., A. 1904

## APPENDIX

## No. (A) 14.—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 .....	232,180	3,162 52	721,219	4,764 38	77,927	270 30
United States vessels, steam .....	390,672	5,861 08	969,318	8,996 04	719	12 58
Canadian vessels, sail .....	161,177	3,437 25	111,200	692 83	63,156	657 39
United States vessels, sail .....	41,694	908 21	39,822	338 93	245,649	2,949 16
Total, Class No. 1. ....	825,723	13,369 00	1,841,557	14,792 18	387,451	3,889 43
<i>Class No. 2.</i>	No.		No.		No.	
Passengers ... ..	1,167	100 21	77,444	3,473 75	3,304	51 74
<i>Class No. 3.</i>	Tons.		Tons.		Tons.	
Bricks .....	198	19 87	9,068	467 85	1,602	133 61
Brimstone .....			782	81 16		
Cement and water lime .....	826	121 54	6,277	712 27	6,808	507 24
Clay, lime and sand .....	565	46 88	45,945	2,037 05	25,396	1,934 81
Fish .....	46	695	128	9 81		
Gypsum .....			83	10 93		
Iron (railway) .....	64	12 10	12,545	1,838 55	10	0 67
" (pig) .....			2,681	298 29		
" (all other) .....	7,488	1,396 68	32,935	2,520 93	37	1 27
Steel .....	120	6 33	1,323	173 76		
Salt .....			4,202	443 08	552	40 82
Stone, for cutting .....			410	17 98		
Apples .....	248	9 41	5,464	790 16	749	57 03
Barley .....	7,418	741 80	8,255	787 63		
Buckwheat .....			920	85 52		
Corn .....	67,647	6,761 70	13,337	367 52	1	0 10
Cotton (raw) .....			3	45		
Flax and hemp .....	630	94 50	5	75		
Flour .....	22,282	3,966 15	15,844	1,125 73	793	30 26
Hay (pressed) .....			2,057	96 25	31,906	2,308 74
Meals (all kinds) .....	12,714	2,536 14	612	53 44		
Oil cake .....	110	22 00	5,906	295 33		
Oats .....	11,232	1,125 28	21,398	1,180 01	998	33 43
Pease .....			1,781	173 47		
Potatoes .....	1	0 18	59	4 37		
Rye .....	4,079	407 90	15,659	699 53		
Flax seed .....			11,606	290 18		
Seeds (all kinds) .....	10	2 00	7,950	400 46	5	0 20
Tobacco (raw) .....			23	2 22		
Wheat .....	225,171	22,387 51	243,286	6,937 19		
All other agricultural products, vegetable .....	4	0 53	2,360	350 39	1	10
Bones .....			38	2 30		
Cattle .....			396	27 60	222	7 64
Hogs .....			12	0 77		
Hides and skins, horns and hoofs .....	37	5 55	162	12 86		
Horses .....			719	50 16	65	2 39
Lard and lard oil .....	2,434	485 75	277	35 76	17	1 70
Meats (other than pork) .....	1	0 15	71	9 45		
Pork .....	637	127 15	945	64 99	10	0 35
Sheep .....			91	6 75	122	4 22
Tallow .....	448	67 20	24	3 39		
Wool .....	752	150 40	23	3 45		
All other agricultural products, animal .....			4,230	424 61	3	0 30
Total, Class No. 3. ....	365,162	40,504 65	480,641	22,894 36	69,298	5,664 88



SESSIONAL PAPER No. 20

A—Continued.

the amount of Tolls collected during the Season of Navigation in 1902.

Murray Canal.		Ottawa Canals.		Rideau Canal.		St. Peter's Canals.		Trent Valley Canals.		Sault Ste. Marie Canal.
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.
	\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.	
206,432	216 48	133,165	702 28	127,939	887 67	47,650	953 03	123,953	576 79	1,143,749
16,533	59 36	106,117	1,511 31	1,182	19 60	399	7 98	30,279	119 15	2,813,452
801	5 49	354	1 45	35,400	427 29	66,325	1,328 31	.....	.....	223,181
231	3 50	9,821	221 54	6,048	144 06	472	9 44	.....	.....	423,920
223,997	284 83	249,457	2,436 58	170,569	1,478 62	114,846	2,298 76	154,232	695 94	4,604,302
No.		No.		No.		No.		No.		No.
15,403	182 70	13,818	181 87	9,294	226 00	.....	.....	30,994	204 03	36,658
Tons.		Tons.		Tons.		Tons.		Tons.		Tons.
188	3 59	.....	.....	493	12 42	3,822	38 22	16	0 16	2,597
2	0 04	.....	.....	.....	.....	.....	.....	.....	.....	.....
347	6 57	67	6 44	660	16 58	1,490	14 90	400	1 28	5,739
51	0 98	1,655	63 01	5,790	135 59	101	1 01	.....	.....	23,151
4	0 08	3	0 30	30	0 76	2,219	22 19	.....	.....	1,909
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
306	5 86	.....	.....	5	0 14	600	6 00	.....	.....	30,264
.....	.....	.....	.....	27	0 65	.....	.....	.....	.....	17,439
1,387	26 20	26	2 03	451	12 59	211	2 11	.....	.....	12,440
179	3 41	.....	.....	39	1 00	.....	.....	.....	.....	443
161	3 07	8	0 48	1,121	29 25	420	4 20	.....	.....	22,987
4	0 08	1	0 10	30	0 70	253	2 53	.....	.....	2,530
366	6 97	117	7 04	25	0 68	124	1 24	.....	.....	602
1,328	24 97	.....	.....	122	2 86	13	0 13	.....	.....	21,001
92	1 73	20	1 97	7	0 17	.....	.....	.....	.....	.....
8	0 15	.....	.....	22	0 55	.....	.....	.....	.....	630
20	0 38	.....	.....	1	0 03	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
154	2 94	8	0 80	487	12 14	1,473	14 73	.....	.....	316,063
.....	.....	3,465	283 38	1,209	42 73	1,101	11 01	.....	.....	1,799
133	2 54	.....	.....	61	1 61	575	5 75	.....	.....	15,226
.....	.....	.....	.....	2	0 06	.....	.....	.....	.....	659
159	3 00	565	47 29	541	18 23	2,135	21 35	.....	.....	9,689
33	0 62	.....	.....	.....	.....	.....	.....	6	0 06	.....
210	3 97	148	9 31	12	0 33	4,212	42 12	.....	.....	160
1,164	21 85	.....	.....	28	0 66	.....	.....	.....	.....	2,128
87	1 66	.....	.....	.....	.....	.....	.....	.....	.....	52,972
250	4 74	2	0 20	72	1 70	.....	.....	.....	.....	13
.....	.....	3	0 18	9	0 22	2	0 02	.....	.....	2
684	12 88	.....	.....	1,041	24 33	.....	.....	1,661	16 60	837,375
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
489	9 33	4	0 24	13	0 39	107	1 07	.....	.....	6,200
.....	.....	3	0 22	.....	.....	.....	.....	.....	.....	.....
.....	.....	651	52 01	5	0 17	12	0 12	2	0 02	250
.....	.....	118	9 41	.....	.....	.....	.....	181	1 37	3
.....	.....	16	1 78	1	0 03	.....	.....	.....	.....	70
8	0 16	206	11 20	9	0 27	3	0 03	.....	.....	248
82	1 58	.....	.....	53	1 45	2	0 02	.....	.....	3
15	0 29	.....	.....	4	0 14	30	0 30	.....	.....	20
11	0 22	8	0 56	111	3 06	17	0 17	.....	.....	1
.....	.....	515	45 20	12	0 30	3	0 03	.....	.....	.....
.....	.....	6	0 59	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	2	0 06	.....	.....	.....	.....	1,411
10	0 19	2,919	247 93	802	26 16	1	0 01	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
7,9 2	150 01	10,534	796 67	13,297	348 01	18,926	189 26	2,266	19 99	1,386,024

3-4 EDWARD VII., A. 1904

## APPENDIX

No. (A) 14.—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. 4.</i>		\$ cts.		\$ cts.		\$ cts.
Ashes, pot and pearl. ....			18	3 60		
Agricultural implements. ....	441	83 43	128	15 81	91	3 80
Crockery and earthenware. ....	94	14 10	202	39 11	55	5 48
Dye woods and dye stuffs. ....			49	7 51	52	5 20
Furniture. ....	21	4 00	1,389	253 37		
Glass (all kinds). ....	40	3 64	2,491	493 92	4	0 28
Marble. ....	1,251	187 65	2	0 38		
Manilla. ....	40	6 00	1	0 19		
Molasses. ....	76	15 00	584	73 05	82	2 76
Nails. ....	716	105 97	3,738	540 30	53	1 86
Oil (in barrels). ....	13,909	2,769 98	1,947	320 47	82	3 83
Paint. ....	34	5 97	1,113	196 17		
Pitch and tar. ....	40	7 65	626	91 56	1,331	133 10
Rags. ....	36	0 68	512	77 05		
Rosin. ....			1,932	98 26	2,694	302 46
Soda ash. ....	72	8 31	998	199 39		
Sugar. ....	1,485	217 21	6,753	1,075 74	1,176	111 92
Stone (wrought). ....			259	22 84		
Tin. ....	44	6 60	2,438	481 59		
Turpentine. ....	3	0 45	148	770	137	13 70
White lead. ....	2	0 17	238	46 35		
Whiting. ....			534	106 63		
Whiskey and all other spirits. ....	160	22 86	1,239	198 73		
Merchandise (not enumerated). ....	31,643	4,762 03	19,653	2,941 60	6,050	448 36
Total, Class No. 4. ....	50,107	8,221 70	46,992	7,291 32	11,807	1,032 75
<i>Class No. 5.</i>						
Bark. ....						
Barrels (empty). ....	52	7 75	676	60 20	19	2 40
Boat kness. ....						
Floats. ....			80	1 40		
Fire wood (in vessels). ....	8,286	450 42	40,740	2,274 66	195,759	6,513 48
" (in rafts). ....						
Lumber sawn (in vessels). ....	102,775	18,398 30	26,238	675 66	26,750	1,486 85
" (in rafts). ....			183	8 19		
Hoops. ....						
Railway ties (in vessels). ....	751	95 10	655	50 59	2,334	186 31
" (in rafts). ....						
Masts, spars and telegraph poles (in vessels). ....			32	0 47		
Masts, spars and telegraph poles (in rafts). ....			24,854	621 35	114	7 80
Square timber (in vessels). ....	20,838	3,124 21	393	13 57	127	6 33
" (in rafts). ....	11	0 30	7,430	185 75		
Woodenware and wood partly manufactured. ....	242	96 80	55	17 90	4	1 00
Shingles. ....			165	23 25		
Split posts and fence rails (in vessels). ....						
" (in rafts). ....			20	0 50		
Saw logs. ....	4,695	191 65	387	8 73		
Staves and headings (barrel). ....	85	2 72				
" " (pipe). ....						
" " (West India). ....						
" " (salt barrel). ....						
Traverses. ....						
Hop poles. ....						
Total, Class No. 5. ....	137,735	22,367 25	101,908	3,942 22	225,107	8,204 17

SESSIONAL PAPER No. 20

A—Continued.

the amount of Tolls collected during the Season of Navigation in 1902.

Murray Canal.		Ottawa Canals.		Rideau Canal.		St Peter's Canal.		Trent Valley Canals.		Sault Ste. Marie Canal.
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.
	\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.	
2	0 06			3	0 36					
		2	0 34	198	18 21	3	0 03			10
139	3 49			15	1 35	23	0 23			419
41	1 05									
192	5 12	23	3 56	61	5 67	37	0 37			135
426	10 74	8	1 52	58	5 29	21	0 21			474
						9	0 09			
						26	0 26			670
42	1 05			125	10 92	340	3 40			177
236	5 94	2	0 38	107	11 13	64	0 64			3,083
829	20 81	1	0 19	163	14 64	280	2 80			2,029
533	13 39	2	0 38	24	2 52	17	0 17			230
109	2 74	91	17 29	17	1 52	21	0 21			38
177	4 47	77	14 00	45	4 01					
		5	0 70	7	0 71	1	0 01			
64	1 61			12	1 05	4	0 04			
916	22 96	1	0 19	201	19 18	123	1 23			3,698
40	1 00									1,108
230	5 77			1	0 09	25	0 25			131
				1	0 09					1
30	0 75	1	0 19	25	2 25	1	0 01			153
58	1 46			8	0 71					64
300	7 56	4	0 58	206	18 38	44	0 44			923
6,930	173 38*	609	97 26	1,256	119 15	695	6 95	131	3 93	121,887
11,294	283 35	826	136 58	2,533	237 23	1,734	17 34			135,230
				28	0 66	11	0 11	412	6 65	27
2	0 05	77	4 07	96	5 24	25	0 25			120
		53,477	458 59	280	4 90			7,257	57 93	158
8,622	75 15	16,663	556 67	11,964	231 56	141	1 41	15,832	158 89	9,165
1,180	13 23	286,388	20,109 75	14,184	1,032 17	13,671	136 71	4,599	72 51	81,822
		48	0 96	10	0 38			905	17 50	
831	8 31	54	4 60	213	24 50	145	1 45			2,670
		32	2 12							
25	0 16			83	2 22	27	0 27			40
45	0 88									
		72	3 33			1,018	10 18			3,833
		11,270	118 34	226	4 11			525	10 25	137
120	10 30	76	9 60	177	51 92	296	2 96	3	0 14	8,980
						367	3 67			7
		1,435	32 64	19	0 40			9,760	81 22	7,848
				100	0 64					
				18	2 50					
10,825	108 08	369,592	21,300 67	27,392	1,361 20	15,701	157 01	39,293	405 09	118,873



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## APPENDIX

## No. (A) 14.—STATEMENT of Traffic on the undermentioned Canals, and

Articles.	Welland Canal.		St. Lawrence Canals.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
<i>Special Class.</i>		\$ cts.		\$ cts.		\$ cts.
Coal.....	64,014	12,845 63	92,393	12,636 33	23,768	2,317 85
Kryolite or chemical ore .....			452	22 60	4,830	241 50
Iron ore .....	22,480	1,124 00			29,347	1,468 20
Stone (unwrought, not suitable for cutting).....	600	60 00	803	28 37	15,285	442 79
Ice .....						
Total, Special Class.....	87,094	14,029 63	93,648	12,687 30	73,230	4,470 34
Total freight and tools.....	640,098	98,601 50	723,189	65,081 11	379,442	22,713 31
Timber and other wood, free.....	3,600	720 00	1,285	116 44		
Wheat, corn, flour, iron, salt, coal, etc., etc., free .....	21,689	3,253 45	368,659	35,632 91		
Grand Totals (passengers and tonnage of vessels not included.....)	665,387	102,574 95	1,093,133	100,830 46	379,442	22,713 31

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, August 12, 1903

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A—Continued.

the amount of Tolls collected during the Season of Navigation in 1902.—Concluded.

Murray Canal.		Ottawa Canals.		Rideau Canal.		St. Peter's Canal.		Trent Valley Canals.		Sault Ste. Marie Canal.
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.
	\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.	
1,850	34 72	.....	.....	4,534	179 81	31,659	316 59	.....	.....	563,835
.....	.....	.....	.....	.....	.....	121	1 21	.....	.....	14,401
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,504,452
1,632	16 32	.....	.....	23	0 28	5,397	53 97	.....	.....	6,453
15	0 75	.....	.....	.....	.....	.....	.....	.....	.....	.....
3,497	51 79	.....	.....	4,537	180 09	37,177	371 77	.....	.....	3,089,141
33,548	1,060 80	380,952	24,852 37	47,779	3,831 15	73,538	3,034 14	41,690	429 01	.....
.....	.....	63,730	616 17	.....	.....	.....	.....	.....	.....	.....
1,630	30 58	.....	.....	3,100	82 68	.....	.....	.....	.....	.....
35,178	1,091 38	444,682	25,468 54	50,879	3,913 83	73,538	3,034 14	41,690	1,328 98	4,729,268

RICHARD DEVLIN,  
*Compiler of Canal Statistics.*

3-4 EDWARD VII., A. 1904

## SUPPLEMENTARY APPENDIX

No. (A) 15.—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.
		\$ cts.		\$ cts.		\$ cts.
Vessels of all kinds.....	825,723	13,369 06	1,841,557	14,792 18	387,451	3,889 43
Passengers .....	No. 1,167	109 21	No. 77,448	3,473 73	No. 3,304	51 74
<i>Forest—Produce of Wood.</i>						
	Tons.		Tons.		Tons.	
Bark.....						
Boat knees.....						
Floats.....			80	1 40		
".....Free						
Firewood.....	8,286	450 42	40,740	2,274 66	195,759	6,513 48
".....Free	3,600					
Hoops and hop poles.....						
Lumber, sawed.....	102,775	18,398 30	26,421	683 85	26,750	1,486 85
".....Free			1,085			
Masts, spars, &c.....			24,886	621 82	114	7 80
Railway ties.....	751	95 10	655	50 59	2,334	186 31
".....Free			19			
Saw logs.....	4,695	191 65	387	8 73		
".....Free						
Staves, all kinds.....	85	2 72				
Shingles.....			165	23 25		
Split posts and rails.....			20	0 50		
Timber, square.....	20,849	3,124 51	7,823	199 32	127	6 33
".....Free			149			
Traverses.....						
Total.....	141,041	22,262 70	102,430	3,864 12	225,084	8,200 77
<i>Farm Stock.</i>						
Cattle.....			396	27 60	222	7 64
Hogs.....			12	0 77		
Horses.....			719	50 16	65	2 39
Sheep.....			91	6 75	122	4 22
Total.....			1,218	85 28	409	14 25
<i>Produce of Animals.</i>						
Bones.....			38	2 30		
Horns and hoofs, hides and skins (raw). ".....Free	37 16	5 55	162	12 86		
Lard and lard oil.....	2,434	485 75	277	35 76	17	1 70
".....Free	11					
Meats other than pork.....	1	0 15	71	9 46		
Pork.....	637	127 15	945	64 99	10	0 35
Tallow.....	448	67 20	24	3 39		
Wool.....	752	150 40	23	3 45		
Agricultural products not enumerated (animal).....			4,230	424 61	3	0 30
Total.....	4,336	836 20	5,770	556 82	30	2 35



SESSIONAL PAPER No. 20

A—Continued.

the Season of Navigation ended December 31, 1902, showing the Total Quantity of and the amount of Tolls collected thereon.

Murray Canal.		Ottawa Canals.		Rideau Canal.		St. Peter's Canal.		Trent Valley Canals.		Sault Ste. Marie Canal.
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.
	\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.	
223,997	284 83	249,457	2,436 58	170,569	1,478 62	114,846	2,298 76	154,232	695 94	4,604,302
No. 15,403	182 70	No. 13,818	181 87	No. 9,294	226 00	No.		No. 30,994	204 03	No. 36,658
Tons.		Tons.		Tons.		Tons.		Tons.		
				28	0 66	11	0 11	412	6 65	27
		53,477	458 59	280	4 90			7,257	57 93	158
8,622	75 15	29,900								
		16,663	556 67	11,964	231 56	141	1 41	15,832	158 89	12,387
1,180	13 23			18	2 50					
		286,436	20,110 71	14,194	1,032 55	13,671	136 71	5,504	90 01	81,822
70	1 04	27		83	2 22	27	0 27			884
831	8 31	86	6 72	213	24 50	145	1 45			2,670
		25								
		1,435	32 64	19	0 40			9,760	81 22	7,948
		758								
120	10 30	76	9 60	177	51 92	296	2 96	3	0 14	8,980
						367	3 67			7
		11,342	121 67	220	4 11	1,018	10 18	525	10 25	3,970
		33,020								
				100	0 64					
10,823	108 03	433,245	21,296 60	27,296	1,355 96	15,676	156 76	39,293	405 09	118,753
		651	52 01	5	0 17	12	0 12	2	0 02	250
		118	9 41					181	1 87	3
8	0 16	206	11 20	9	0 27	3	0 03			248
		515	45 20	12	0 30	3	0 03			
8	0 16	1,490	117 82	26	0 74	18	0 18	183	1 89	501
		3	0 22							
		16	1 78	1	0 03					70
82	1 58			53	1 45	2	0 02			3
15	0 29			4	0 14	30	0 30			20
11	0 22	8	0 56	111	3 06	17	0 17			1
		6	0 59							
				2	0 06					1,411
10	0 19	2,919	247 93	802	26 16	1	0 01			
118	2 28	2,952	251 08	973	30 90	50	0 50			1,505

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No. (A) 15.—SUMMARY STATEMENT of Traffic on the undermentioned

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 (vegetables).....	4	0 53	2,360	350 39	1	0 10
" " Free	1					
Apples.....	248	9 41	5,464	790 16	749	57 03
Barley.....	7,418	741 80	8,255	787 63		
Buckwheat.....			920	85 52		
Cotton (raw).....			3	0 45		
Corn.....	67,647	6,764 70	13,337	367 52	1	0 10
" Free			11,029			
Flax and hemp.....	630	94 50	5	0 75		
Flour.....	22,282	3,966 15	15,844	1,125 73	793	30 26
" Free			6,755			
Hay (pressed).....			2,057	96 25	31,706	2,308 74
Meals (all kinds).....	12,714	2,536 14	612	53 44		
Manilla.....	40	6 00	1	0 19		
Oats.....	11,232	1,125 28	21,398	1,180 01	998	33 43
" Free			1,442			
Pease.....			1,781	173 47		
Potatoes.....	1	18	59	4 37		
Rye.....	4,079	407 90	15,659	699 53		
" Free			4,079			
Seeds—Flax, clover and grass.....	10	2 00	19,556	690 64	6	0 20
" " Free	58					
Tobacco (raw).....			23	2 22		
" " Free	1					
Wheat.....	225,171	22,387 51	243,286	6,937 19		
" Free			200,975			
Total.....	351,536	38,042 10	574,900	13,345 46	34,454	2,429 86
<i>Manufactures.</i>						
Ashes (pot and pearl).....			18	3 60		
Agricultural implements.....	441	83 43	128	15 81	91	3 80
" " Free			13			
Barrels (empty).....	52	7 75	616	60 20	19	2 40
" Free			15			
Bricks.....	198	19 87	9,068	467 85	1,602	133 61
" Free	22					
Cement and water lime.....	826	121 54	6,277	712 27	6,808	507 24
" " Free	178					
Crockery and earthenware.....	94	14 10	202	39 11	55	5 48
" " Free	2					
Furniture.....	21	4 00	1,389	253 37		
Glass of all kinds.....	40	3 64	2,491	493 92	4	0 28
" Free	1,384					
Iron, railway.....	64	12 10	12,545	1,838 55	10	0 67
" Free	11,735		50			
" pig.....			2,681	298 29		
" " Free	558					
" all other.....	7,488	1,396 68	32,955	2,520 93	37	1 27
" Free	2,904		5,785			
Molasses.....	76	15 00	584	73 05	82	2 76
" Free			54			
Nails.....	716	105 97	3,738	540 30	53	1 86
" Free	1,292					
Oil.....	13,909	2,769 98	1,947	320 47	82	3 83
" Free	14		12,091			
Oil cake.....	110	22 00	5,906	295 33		
Paint.....	34	5 97	1,113	196 17		
" Free	97					
Pitch and tar.....	40	7 65	626	91 56	1,331	133 10
" Free	27					

SESSIONAL PAPER No. 20

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

Murray Canal.		Ottawa Canals.		Rideau Canal.		St. Peter's Canal.		Trent Valley Canals.		Sault Ste. Marie Canal.
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.
	\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.	Free.
489	9 33	4	0 24	13	0 39	107	1 07			6,200
366	6 97	117	7 04	25	0 68	124	1 24			602
1,328	24 97			122	2 86	13	0 13			21,061
92	1 73	20	1 97	7	0 17					
20	0 38			1	0 03					
8	0 15			22	0 55					630
154	2 94	8	0 80	487	12 14	1,473	14 73			316,063
		3,465	283 38	1,209	42 73	1,101	11 01			1,799
133	2 54			61	1 61	575	5 75			15,226
						26	0 26			670
159	3 00	565	47 29	541	18 23	2,135	21 35			9,689
33	0 62							6	0 06	
210	3 97	148	9 31	12	0 33	4,212	42 12			160
1,164	21 85			28	0 66					2,128
337	6 40	2	0 20	72	1 70					13
		3	0 18	9	0 22	2	0 02			2
684	12 88			1,041	24 33			1,661	16 60	837,375
5,177	97 73	4,332	350 41	3,650	106 65	9,768	97 68	1,667	16 66	1,211,558
2	0 06			3	0 36					
		2	0 34	198	18 21	3	0 03			10
2	0 05	77	4 07	96	5 24	25	0 25			120
188	3 59			493	12 42	3,822	38 22	16	0 16	2,597
347	6 57	67	6 44	660	16 58	1,490	14 90	400	1 28	5,739
139	3 49			15	1 35	23	0 23			419
192	5 12	23	3 56	61	5 67	37	0 37			135
426	10 74	8	1 52	58	5 29	21	0 21			474
306	5 86			5	0 14	600	6 00			30,264
				27	0 65					17,459
1,387	26 20	25	2 03	451	12 59	211	2 11			12,440
42	1 05			125	10 92	340	3 40			177
236	5 94	2	0 38	107	11 13	64	0 64			3,083
829	20 81	1	0 19	163	14 64	280	2 80			2,029
				2	0 06					659
533	13 39	2	0 38	24	2 52	17	0 17			230
109	2 74	91	17 29	17	1 52	21	0 21			38



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No. (A) 15.—SUMMARY STATEMENT of Traffic on the undermentioned

Articles.	Welland Canal.		St. Lawrence Canals.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
		\$ cts.		\$ cts.		\$ cts.
Rosin.....			1,932	98 26	2,694	302 46
Soda ash.....	72	8 31	998	199 39		
".....Free	201					
Spirits, whiskey, &c.....	160	22 86	1,239	198 73		
".....Free	182					
Steel.....	120	6 33	1,323	173 76		
".....Free	11					
Sugar.....	1,485	217 21	6,753	1,075 74	1,176	111 92
".....Free	1,314					
Tin.....	44	6 60	2,438	481 59		
".....Free	506					
White lead.....	2	0 17	238	46 35		
".....Free	37					
Turpentine.....	3	0 45	148	7 70	137	13 70
".....Free	2					
Whiting.....			534	106 63		
".....Free	61					
Woodenware.....	242	96 80	55	17 90	4	1 00
".....Free			17			
Total.....	46,764	4,948 41	116,007	10,626 83	14,185	1,225 38
<i>Merchandise.</i>						
Brimstone (crude).....			783	81 16		
".....Free	20					
Clay, lime and sand.....	565	46 88	45,945	2,037 05	25,396	1,934 81
".....Free	1					
Coal.....	64,014	12,845 63	92,393	12,636 33	23,768	2,317 85
".....Free			120,257			
Dye woods and dye stuffs.....			49	7 51	52	5 20
Fish.....	46	6 95	128	9 81		
Gypsum.....			831	10 93		
Ores (all kinds).....	22,480	1,124 00	452	22 60	34,177	1,709 70
Marble.....	1,251	187 65	2	0 38		
Rags.....	36	0 68	512	77 05		
".....Free	1					
Salt.....			4,202	443 08	552	40 82
".....Free	4					
Stone (all kinds).....	600	60 00	1,472	69 19	15,285	442 79
".....Free			5,710			
All other goods and merchandise (not enumerated).....	31,643	4,762 03	17,653	2,941 60	6,050	448 36
".....Free	1,049		419			
Total.....	121,710	19,033 82	292,808	18,336 69	105,280	6,899 53
Grand totals (passengers and tonnage of vessels not included).....	665,387	98,601 50	1,093,133	65,081 11	379,442	22,713 31

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, August 12, 1903.

SESSIONAL PAPER No. 20

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

Murray Canal.		Ottawa Canals.		Rideau Canal.		St. Peter's Canal.		Trent Valley Canals.		Sault Ste. Marie Canal.
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.
	\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.	Free.
		5	0 70	7	0 71	1	0 01			
64	1 61			12	1 05	4	0 04			
300	7 56	4	0 58	206	18 38	44	0 44			923
179	3 41			39	1 00					443
916	22 96	1	0 19	201	19 18	123	1 23			3,698
230	5 77			1	0 09	25	0 25			131
30	0 75	1	0 19	25	2 25	1	0 01			153
				1	0 09					1
58	1 46			8	0 71					64
6,515	149 13	310	37 86	3,005	162 75	7,152	71 52	416	1 44	81,266
2	0 04									
51	0 98	1,655	68 01	5,790	135 59	101	1 01			23,151
1,850	34 72			4,534	179 81	31,659	316 59			563,835
1,630				3,100						
41	1 05									
4	0 08	3	0 30	30	0 76	2,219	22 19			1,909
						121	1 21			2,518,853
						9	0 09			
177	4 47	77	14 00	45	4 01					
161	3 07	8	0 48	1,121	29 25	420	4 20			22,987
1,676	17 40	1	0 10	53	0 98	5,650	56 50			10,091
6,945	174 13	609	97 26	1,256	119 15	695	6 95	131	3 93	174,859
12,537	235 94	2,353	180 15	15,929	469 55	40,874	408 74	131	3 93	3,315,685
35,178	1,060 80	444,682	24,852 37	50,879	3,831 15	73,538	3,034 14	41,690	429 01	4,729,268

RICHARD DEVLIN,  
*Compiler of Canal Statistics.*

## APPENDIX A—Continued.

No. (A) 16.—STATEMENT showing the amount of Tolls accrued each month during the Season of Navigation ended December 31, 1902.

Canals and Offices.	January	March.	April.	May.	June.	July.	August.	September	October.	November	December.	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ ct
<b>WELLAND CANAL.</b>												
Chippawa.....				25	5 64	3 15	12 98	4 11	20 38	8 90	4 20	59 61
Colborne.....			1,336 10	13,255 63	10,163 13	13,099 18	11,516 99	9,736 85	14,092 11	7,933 70	1,861 89	82,995 58
Dalhousie.....			2,795 18	2,188 54	1,898 37	1,961 63	1,695 91	1,517 03	1,600 94	1,259 70	22 19	14,939 49
Dunnville.....			1 25	78 41	50 43	30 76	67 58	14 86	71 83	71 18	.....	386 30
St. Catharines.....			8 55	26 76	52 65	37 10	28 08	26 80	26 73	13 85	.....	220 52
Total Welland Canal.....			4,141 08	15,549 59	12,170 22	15,131 82	13,321 54	11,299 65	15,811 99	9,287 33	1,888 28	98,601 50
<b>ST. LAWRENCE CANALS.</b>												
Beauharnois.....				5 68	23 59	16 95	21 56	21 59	19 28	7 66	.....	116 31
Cardinal.....				165 65	161 87	127 57	145 18	128 90	134 80	61 33	86 72	1,012 02
Cornwall.....				3,334 22	737 75	806 43	1,069 96	876 90	951 47	3,537 99	595 13	11,909 85
Kingston.....			584 89	1,911 37	577 35	776 32	1,087 50	2,025 72	1,426 44	2,499 27	.....	10,888 86
Lachine.....				424 06	598 37	832 05	652 92	581 63	423 04	385 94	7 85	3,905 86
Montreal.....				3,906 03	3,467 42	4,898 33	4,869 90	4,903 37	3,705 52	2,780 83	100 84	28,632 24
Soulanges.....				1,427 83	1,395 40	721 52	1,498 86	1,488 14	1,331 98	751 49	75	8,615 97
Total St. Lawrence Canals.....			584 89	11,174 84	6,961 75	8,179 17	9,345 88	10,026 25	7,992 53	10,024 51	791 29	65,081 11
<b>CHAMBLY CANAL.</b>												
Chambly.....				968 37	1,706 68	1,923 97	2,044 46	2,348 57	2,347 14	1,414 79	.....	12,753 98
St. John's.....				2,504 79	944 66	894 46	1,244 07	1,549 23	1,480 54	821 92	.....	9,439 67
St. Ours.....			33 29	43 10	54 22	86 88	72 54	72 17	88 33	69 13	.....	519 66
Total Chambly Canal.....			33 29	3,516 26	2,705 56	2,905 31	3,361 07	3,969 97	3,916 01	2,305 84	.....	22,713 31
<b>OTTAWA CANALS.</b>												
Ottawa.....			90 00	4,156 83	2,811 24	3,168 26	2,793 30	2,307 90	1,595 07	1,360 30	.....	18,282 84
Carillon.....				2 89	3 34	10 90	24 11	9 63	6 35	4 10	.....	61 32
Grenville.....			39 36	657 78	519 75	613 91	741 47	1,504 00	914 65	320 06	.....	5,310 98
St. Anne's.....			3 04	124 26	204 54	275 86	240 93	136 09	146 95	65 56	.....	1,197 23
Total Ottawa Canals.....			132 40	4,941 76	3,538 87	4,068 87	3,799 81	3,957 62	2,663 02	1,750 02	.....	24,852 37



RIDEAU CANAL.												
Kingston Mills			106 72	88 06	113 87	111 02	96 58	96 63	40 76		653 64	
Ottawa		7 64	419 54	407 19	437 59	247 20	171 97	334 12	347 04		2,372 29	
Smith's Falls			87 07	108 41	180 11	195 34	113 76	72 34	48 19		805 22	
Total Rideau Canal		7 64	613 33	603 66	731 57	553 56	382 31	503 09	435 99		3,831 15	
ST. PETER'S CANAL.												
St. Peter's	40 56	2 55	222 56	336 41	354 54	451 35	444 98	393 95	338 71	266 37	182 16	3,034 14
TRENT VALLEY CANALS.												
Bobcaygeon			12 95	21 06	60 58	63 09	85 08	78 08	69 29	52 84		442 97
Buckhorn			1 75	3 44	10 20	31 51	33 19	26 75	23 36	3 30		133 50
Burleigh			1 75	8 59	18 06	19 72	17 70	24 65	20 75	9 60		120 82
Fenelon Falls			2 00	18 80	36 43	31 25	6 25	5 75				100 48
Hastings			0 75	7 90	8 32	7 00	11 25	1 75	0 50			37 47
Peterborough			9 63	30 59	74 02	121 61	111 13	60 28	46 49	39 99		493 74
Total Trent Valley Canals			26 08	66 43	189 56	280 68	285 35	207 26	167 39	106 23		1,328 98
MURRAY CANAL.												
Brighton			46 01	89 10	110 68	172 59	202 58	168 46	162 64	101 51	7 23	1,060 80
Grand total	40 56	2 55	5,193 95	36,287 72	26,634 84	31,921 36	31,314 77	30,405 47	31,555 38	24,277 80	2,868 96	220,503 36

RICHARD DEVLIN,  
*Compiler of Canal Statistics.*

DEPARTMENT OF RAILWAYS AND CANALS,  
 OTTAWA, August 12, 1903.

## APPENDIX A—Continued.

No. (A) 17.—SUMMARY STATEMENT showing the Number, Tonnage and Nationality of Vessels passed through all the Canals during the Season of Navigation ended December 31, 1902, 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.													\$ cts.
Canadian vessels, steam.....	654	73,209	68,512	38,064	7,561	483	.....	7,161	37,190	118,917	113,263	232,180	3,162 52
" sail .....	357	48,011	49,656	30,863	1,284	.....	.....	682	30,681	79,556	81,621	161,177	3,437 25
Total Canadian.....	1,011	121,220	118,168	68,927	8,845	483	.....	7,843	67,871	198,473	194,884	393,357	6,599 77
United States vessels, steam.....	458	171	97	24,035	789	162,877	162,065	1,334	39,304	188,417	202,255	390,672	5,861 08
" sail.....	99	1	3	3,480	.....	14,633	16,492	680	6,405	18,794	22,900	41,694	908 21
Total United States.....	557	172	100	27,515	789	177,510	178,557	2,014	45,709	207,211	225,155	432,366	6,769 29
Grand Total, Welland Canal.....	1,568	121,392	118,268	96,442	9,634	177,993	178,557	9,857	113,580	405,684	420,039	825,723	13,369 06
ST. LAWRENCE CANALS.													
Canadian vessels, steam.....	3,378	372,234	308,379	18,491	.....	.....	.....	.....	22,115	390,725	330,494	721,219	4,764 38
" sail .....	4,038	517,626	400,008	10,660	.....	382	.....	.....	40,637	528,668	440,645	969,313	8,996 04
Total Canadian.....	7,416	889,860	708,387	29,151	.....	382	.....	.....	62,752	919,393	771,139	1,690,532	13,760 42
United States vessels, steam.....	704	1,224	3,384	28,529	.....	17,181	21,087	136	39,659	47,070	64,130	111,200	692 83
" sail.....	280	480	5,856	11,187	73	1,080	773	10,441	9,935	23,188	16,637	39,825	338 93
Total United States.....	984	1,704	9,240	39,716	73	18,261	21,860	10,577	49,594	70,258	80,767	151,025	1,031 76
Grand Total, St. Lawrence Canals....	8,400	891,583	717,627	68,867	73	18,643	21,860	10,577	112,346	989,651	851,906	1,841,557	14,792 18

CHAMBLY CANAL.													
Canadian vessels, steam .....	360	39,185	37,979	3	.....	.....	.....	.....	760	39,188	38,739	77,927	270 30
" sail .....	907	18,417	23,505	4,247	95	.....	.....	.....	16,892	22,664	40,492	63,156	657 39
Total Canadian .....	1,267	57,602	61,484	4,250	95	.....	.....	.....	17,652	61,852	79,231	141,083	927 69
United States vessels, steam .....	29	.....	91	86	.....	.....	222	.....	320	86	633	719	12 58
" sail .....	2,495	748	1,769	111,412	.....	.....	305	.....	131,415	112,160	133,489	245,649	2,949 16
Total United States .....	2,524	748	1,860	111,498	.....	.....	527	.....	131,735	112,246	134,122	246,368	2,961 74
Grand Total, Chambly Canal .....	3,791	58,350	63,344	115,748	95	.....	527	.....	149,387	174,098	213,353	387,451	3,889 43
OTTAWA CANAL.													
Canadian vessels, steam .....	874	39,791	03,374	.....	.....	.....	.....	.....	39,791	93,374	133,165	.....	702 28
" sail .....	929	2,503	97,423	.....	6,191	.....	.....	.....	2,503	103,614	106,117	.....	1,511 31
Total Canadian .....	1,803	42,294	190,797	.....	6,191	.....	.....	.....	42,294	196,988	239,282	.....	2,213 59
United States vessels, steam .....	3	46	308	.....	.....	.....	.....	.....	46	308	354	.....	1 45
" sail .....	100	2,234	7,587	.....	.....	.....	.....	.....	2,234	7,587	9,821	.....	221 54
Total United States .....	103	2,280	7,895	.....	.....	.....	.....	.....	2,280	7,895	10,175	.....	222 99
Grand Total, Ottawa Canals .....	1,906	44,574	198,692	.....	6,191	.....	.....	.....	44,574	204,883	249,457	.....	2,436 58
RIDEAU CANAL.													
Canadian vessels, steam .....	1,803	62,737	62,704	498	.....	.....	.....	.....	2,000	63,235	64,704	127,939	887 67
" sail .....	811	16,900	17,027	617	.....	.....	.....	.....	856	17,517	17,883	35,400	427 29
Total Canadian .....	2,614	79,637	79,731	1,115	.....	.....	.....	.....	2,856	80,752	82,587	163,339	1,314 96
United States vessels, steam .....	78	91	20	481	.....	.....	.....	.....	590	572	610	1,182	19 60
" sail .....	179	1,484	608	1,134	1,676	.....	.....	.....	1,146	2,618	3,430	6,048	144 06
Total United States .....	257	1,575	628	1,615	1,676	.....	.....	.....	1,736	3,190	4,040	7,230	163 66
Grand Total, Rideau Canal .....	2,871	81,212	80,359	2,730	1,676	.....	.....	.....	4,592	83,942	86,627	170,569	1,478 62
ST. PETER'S CANAL.													
Canadian vessels, steam .....	328	25,920	21,730	.....	.....	.....	.....	.....	.....	25,920	21,730	47,650	953 03
" sail .....	1,336	33,756	32,371	.....	.....	.....	.....	198	.....	33,954	32,371	66,325	1,328 31
Total Canadian .....	1,664	59,676	54,101	.....	.....	.....	.....	198	.....	59,874	54,101	113,975	2,281 34



No. (A) 17.—SUMMARY STATEMENT showing the Number, Tonnage and Nationality of Vessels, &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.			
<i>ST. PETER'S CANAL—Concluded.</i>													\$	cts.
United States vessels, steam.....	2	143	256							143	256	399	7 98	
" sail.....	5	27	224		77			144		171	301	472	9 44	
Total United States.....	7	170	480		77			144		314	557	871	17 42	
Grand Total, St. Peter's Canal..	1,671	59,846	54,581		77			342		60,188	54,658	114,846	2,298 76	
<i>TRENT VALLEY CANALS.</i>														
Canadian vessels, steam.....	2,091	61,578	62,375							61,578	62,375	123,953	576 79	
" sail.....	459	14,436	15,843							14,436	15,843	30,279	119 15	
Total Canadian.....	2,550	76,014	78,218							76,014	78,218	154,232	695 94	
United States vessels, steam.....														
" sail.....														
Total United States.....														
Grand Total, Trent Valley Canals ...	2,550	76,014	78,218							76,014	78,218	154,232	695 94	
<i>MURRAY CANAL.</i>														
Canadian vessels, steam.....	549	76,184	63,800	34,787		8	523	31,130	110,979	95,453	206,432	216 48		
" sail.....	244	6,178	5,147	2,503				2,705	8,681	7,852	16,533	59 36		
Total Canadian.....	793	82,362	68,947	37,290		8	523	33,835	119,660	103,305	222,965	275 84		
United States vessels, steam.....	23	160	168	250		128		95	538	262	801	5 49		
" sail.....	14	5		118				108	123	108	231	3 50		
Total United States.....	37	165	168	368		128		203	661	371	1,032	8 99		
Grand Total, Murray Canal.....	830	82,527	69,115	37,658		136	523	34,038	120,321	103,676	223,997	284 83		

SAULT STE. MARIE CANAL.													
Canadian vessels, steam .....	2,661	430,151	410,847	94,885	50,419	1,001	1,621	59,246	95,579	585,283	558,466	1,143,749	.....
" sail .....	419	75,351	70,107	5,738	31,942	.....	20	34,048	5,975	115,137	108,014	223,181	.....
Total Canadian .....	3,080	505,502	480,954	100,623	82,361	1,001	1,641	93,294	101,554	700,420	666,510	1,366,930	.....
United States vessels, steam .....	1,644	6,058	14,737	6,378	52,930	1,381,167	1,250,335	90,148	11,699	1,483,751	1,329,701	2,813,452	.....
" sail .....	320	750	2,763	736	15,096	179,882	203,393	20,374	926	201,742	222,178	423,920	.....
Total United States .....	1,964	6,808	17,500	7,114	68,026	1,561,049	1,453,728	110,522	12,625	1,685,493	1,551,879	3,237,372	.....
Grand Total, Sault Ste. Marie Canal..	5,044	512,310	498,454	107,737	150,387	1,562,050	1,455,369	203,816	114,179	2,385,913	2,218,389	4,604,302	.....

DEPARTMENT OF RAILWAYS AND CANALS;  
OTTAWA, August 12, 1903.

RICHARD DEVLIN,  
*Compiler of Canal Statistics.*

RECAPITULATION.

CANADIAN 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.		
<i>Steam and Sail.</i>													
Welland .....	1,011	121,220	118,168	68,927	8,845	483	.....	7,843	67,871	198,473	194,884	393,357	6,599 77
St. Lawrence.....	7,416	889,860	708,387	29,151	.....	382	.....	.....	62,752	919,393	771,139	1,690,532	13,760 42
Chambly .....	1,267	59,602	61,484	4,250	95	.....	.....	.....	17,652	61,852	79,231	141,083	927 69
Ottawa.....	1,803	42,294	190,797	.....	6,191	.....	.....	.....	42,294	196,988	196,988	239,282	2,213 59
Rideau.....	2,614	79,637	79,731	1,115	.....	.....	.....	.....	2,856	80,752	82,587	163,339	1,314 96
St. Peter's.....	1,664	59,676	51,101	.....	.....	.....	.....	198	.....	59,874	54,101	113,975	2,281 34
Trent Valley.....	2,550	76,014	78,218	.....	.....	.....	.....	.....	.....	76,014	78,218	154,232	695 94
Murray.....	793	82,362	68,947	37,290	.....	8	523	.....	33,835	119,660	103,305	222,965	275 84
Sault Ste. Marie...	3,080	505,502	480,954	100,623	82,361	1,001	1,641	93,294	101,554	700,420	666,510	1,366,930	.....
Total Canadian..	22,198	1,914,167	1,840,787	241,356	97,492	1,874	2,164	101,335	286,520	2,258,732	2,226,963	4,485,695	28,069 55
UNITED STATES VESSELS.													
Welland .....	557	172	100	27,515	789	177,510	178,557	2,014	45,709	207,211	225,155	432,366	6,769 29
St. Lawrence.....	984	1,704	9,240	39,716	73	18,261	21,860	10,577	49,594	70,258	80,767	151,025	1,031,76
Chambly .....	2,524	748	1,860	111,498	.....	.....	527	.....	131,735	112,246	134,122	246,368	2,961 74
Ottawa.....	103	2,280	7,895	.....	.....	.....	.....	.....	.....	2,280	7,895	10,175	222 99
Rideau.....	257	1,575	628	1,615	1,676	.....	.....	.....	1,736	3,190	4,040	7,230	163 66
St. Peter's.....	7	170	480	.....	77	.....	.....	144	.....	314	557	871	17 42
Vrent Valley.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Murray.....	37	165	168	368	.....	128	.....	.....	203	661	371	1,032	8 99
Sault St. Marie....	1,964	6,808	17,500	7,114	68,026	1,561,049	1,453,728	110,522	12,625	1,685,493	1,551,879	3,237,372	.....
Total United States	6,433	13,622	37,871	187,826	70,641	1,756,948	1,654,672	123,257	241,602	2,081,653	2,004,786	4,086,439	11,175 85
Grand total, Canadian and United States .....	28,631	1,927,789	1,878,658	429,182	168,133	1,758,822	1,656,836	224,592	528,122	4,340,385	4,231,749	8,572,134	39,245 40



APPENDIX A—Continued.

No. (A) 18.—COMPARATIVE STATEMENT of Grand Total Freight passed through the undermentioned Canals during the Seasons of Navigation 1901 and 1902, and the Amount of Tolls collected on the same, including Tolls on Vessels and Passengers.

Canals.	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.		
1901.												\$ cts.
Welland .....	14,691	184,973	8,113	15,720	83,543	190,476	58	122,635	106,405	513,804	620,209	86,760 48
St. Lawrence .....	175,915	723,713	7,060	.....	393	3,122	12,717	285,376	196,085	1,012,211	1,208,296	97,276 90
Chambly .....	5,444	7,115	219,894	1,245	.....	.....	.....	126,100	225,338	134,460	359,798	24,864 52
Ottawa .....	935	406,988	.....	37,939	.....	.....	.....	.....	935	444,927	445,862	25,627 19
Rideau .....	18,512	8,701	8,594	3,936	.....	.....	.....	16,633	27,106	29,270	56,376	4,114 44
St. Peter's .....	35,576	52,681	.....	.....	.....	.....	.....	.....	35,576	52,681	88,257	3,299 12
Trent Valley .....	26,150	10,382	.....	.....	.....	.....	.....	.....	26,150	10,382	36,532	1,063 24
Murray .....	8,627	12,814	6,248	.....	.....	.....	490	1,356	15,365	14,170	29,535	1,049 20
Sault Ste. Marie .....	54,955	278,727	18,540	142,391	423,268	1,608,098	164,450	129,965	661,213	2,159,181	2,820,394	No Tolls.
Grand Total .....	340,805	1,686,094	268,449	201,231	507,204	1,801,696	177,715	682,065	1,294,173	4,371,086	5,665,259	244,055 09
1902.												
Welland .....	28,395	178,605	11,365	25,793	44,928	224,110	66	152,125	84,754	580,633	665,387	98,601 50
St. Lawrence .....	273,520	656,642	6,944	160	486	990	9,499	144,892	290,449	802,684	1,093,133	65,081 11
Chambly .....	12,607	16,236	254,160	.....	.....	.....	.....	96,439	266,767	112,675	379,442	22,713 31
Ottawa .....	82	411,055	.....	33,545	.....	.....	.....	.....	82	444,600	444,682	24,852 37
Rideau .....	28,032	10,104	4,250	4,108	.....	.....	.....	4,385	32,282	18,597	50,879	3,831 15
St. Peter's .....	31,716	41,422	.....	200	.....	.....	200	.....	31,916	41,622	73,538	3,634 14
Trent Valley .....	29,495	12,195	.....	.....	.....	.....	.....	.....	29,495	12,195	41,690	1,328 98
Murray .....	17,112	10,294	5,601	.....	.....	.....	.....	2,171	22,713	12,465	35,178	1,060 80
Sault Ste. Marie .....	108,126	727,927	25,892	278,678	470,414	2,775,536	180,478	162,217	784,910	3,944,358	4,729,268	No Tolls.
Grand Total .....	529,035	2,064,480	308,212	342,484	515,828	3,000,636	190,243	562,229	1,543,368	5,969,829	7,513,197	220,503 36

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, August 12, 1903.

RICHARD DEVLIN,  
*Compiler of Canal Statistics.*

3-4 EDWARD VII., A. 1904

## APPENDIX A—Continued.

No. (A) 19.—STATEMENT of the Number and Tonnage of all kinds of Vessels passed through the Canals during the Season of Navigation in 1902.

## WELLAND CANAL.

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	13	104	7	56	10	80	9	72
10	9	90	5	50	7	70	2	20
15	7	105	1	15	3	45		
20	5	100	1	20	4	80		
25	4	100			2	50	1	25
30	8	240	3	90	3	90	3	90
35	6	210			3	105		
40	2	80			2	80	2	80
45			1	45	1	45	1	45
50			1	50	1	50		
55								
60	2	120	2	120	1	60	1	60
70								
75					1	75	1	75
80			1	80				
85	2	170			1	85		
95			1	95				
100								
110			1	110				
130	1	130			1	130		
135	1	135						
140	1	140	1	140				
150			1	150	2	300		
155								
160								
165								
175			1	175	2	350		
190								
195			3	585	1	195	1	195
220	3	660						
230			1	230				
260					1	260		
265	1	265	3	795			1	265
270								
280								
285			1	285				
290	1	290	1	290				
295	1	295						
300					1	300	1	300
305								
310			2	620			1	310
315	1	315	2	630			2	630
320			1	320				
330			2	660	1	330		
335	1	335						
360	3	1,080			1	360		
400	1	400	1	400	2	800		
405								
415	2	830	1	415				
435	1	435						
455	2	910	1	455				
460								
485	4	1,940	3	1,455	1	485		
495	1	495					3	1,485
500	1	500					1	500
510								
520								
525	1	525					1	525

SESSIONAL PAPER No. 20

## APPENDIX A—Continued.

No. (A) 19.—STATEMENT of the number and Tonnage of all kinds of Vessels passed through the Canals during the Season of Navigation in 1902.

## WELLAND CANAL.

CANADIAN.					UNITED STATES.			
Steam Vessels.			Sailing Vessels.		Steam Vessels.		Sailing Vessels.	
Tonnage.	Number.	Total Tonnage.	Number.	Total Tonnage.	Number.	Total Tonnage.	Number.	Total Tonnage.
530								
540	1	540			1	540		
555	1	555						
560								
575	1	575						
585							1	585
590	1	590	1	590	1	590		
595								
600	1	600					1	600
615			1	615	1	615	1	615
640								
645			1	645				
660					1	660		
665								
675					1	675		
690			1	690	1	690	1	690
719			1	719	1	719		
723								
739			1	739				
742	1	742						
771	1	771			1	1,542		
802			1	802				1,604
870					1	870	2	
882			1	882	1			
908	1	908	1	908	1	908		
929	1	929						
940					1	940		
950								
959								
977			1	977				
989	1	989	1	989				
994					3	2,982	2	1,988
1,023								
1,029								
1,035	1	1,035			1	1,035		
1,041			1	1,041				
1,054					1	1,054		
1,078								
1,079					1	1,079		
1,083								
1,118	1	1,118			4	4,472		
1,160								
1,172	1	1,172						
1,203	1	1,203			1	1,203		
1,202					3	3,606		
1,330								
1,425					1	1,425		
1,441					1	1,441		
1,547					1	1,547		
1,548					2	3,096		
1,550					1	1,550		
1,553					2	3,106		
1,565	1	1,565			1	1,565		
1,762								
1,868					1	1,868		
1,930					2	3,860		
Total.....	160	24,291	61	17,933	90	48,063	39	10,759



3-4 EDWARD VII., A. 1904

## APPENDIX A—Continued.

No. (A) 20.—STATEMENT of the Number and Tonnage of all kinds of Vessels passed through the Canals during the Season of Navigation in 1902.

## 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	28	224	21	168	11	88	2	16
10	10	100	1	10	2	20	.....	.....
15	17	255	3	45	5	75	.....	.....
20	10	200	2	40	2	40	.....	.....
25	10	250	4	100	2	50	.....	.....
30	2	60	4	120	1	30	.....	.....
35	4	140	3	105	4	140	1	35
40	5	200	4	160	1	40	1	40
45	2	90	7	315	2	90	.....	.....
50	3	150	5	250	1	50	1	50
55	3	165	1	55	.....	.....	.....	.....
60	4	240	7	420	.....	.....	2	120
65	2	130	3	195	.....	.....	.....	.....
70	1	70	3	210	1	70	1	70
75	.....	.....	6	450	.....	.....	.....	.....
80	2	160	4	320	.....	.....	.....	.....
85	2	170	7	595	.....	.....	1	85
90	1	90	4	360	1	90	6	540
95	1	85	6	570	.....	.....	24	2,280
100	5	500	13	1,300	.....	.....	2	100
105	.....	.....	12	1,260	1	105	3	315
110	.....	.....	4	440	.....	.....	3	330
115	1	115	8	920	1	115	1	115
120	3	360	4	480	.....	.....	1	120
125	1	125	2	250	1	125	2	250
130	3	390	2	260	.....	.....	.....	.....
135	1	135	6	810	.....	.....	.....	.....
140	4	560	7	980	.....	.....	.....	.....
145	2	320	6	870	.....	.....	.....	.....
150	1	150	24	3,600	1	150	.....	.....
155	.....	.....	14	2,170	.....	.....	.....	.....
160	2	320	11	1,760	.....	.....	.....	.....
165	.....	.....	4	660	.....	.....	.....	.....
170	.....	.....	1	170	.....	.....	.....	.....
175	.....	.....	1	175	.....	.....	.....	.....
180	.....	.....	3	540	.....	.....	.....	.....
185	.....	.....	1	185	.....	.....	.....	.....
190	1	190	.....	.....	.....	.....	.....	.....
195	1	195	.....	.....	.....	.....	.....	.....
200	.....	.....	1	200	1	200	1	200
210	.....	.....	2	420	.....	.....	.....	.....
220	.....	.....	1	220	.....	.....	.....	.....
225	1	225	5	1,125	.....	.....	.....	.....
230	1	230	3	690	.....	.....	.....	.....
245	.....	.....	.....	.....	.....	.....	.....	.....
250	.....	.....	1	250	.....	.....	.....	.....
255	.....	.....	1	255	.....	.....	.....	.....
260	1	260	1	260	.....	.....	.....	.....
265	.....	.....	.....	.....	.....	.....	.....	.....
270	.....	.....	.....	.....	.....	.....	.....	.....
275	.....	.....	1	275	.....	.....	.....	.....
280	1	280	.....	.....	.....	.....	.....	.....
285	1	285	1	285	.....	.....	2	570
290	.....	.....	1	290	.....	.....	.....	.....
295	.....	.....	2	590	.....	.....	.....	.....
300	.....	.....	3	900	.....	.....	.....	.....
305	1	305	2	610	.....	.....	.....	.....
310	.....	.....	1	310	.....	.....	.....	.....
315	.....	.....	2	630	.....	.....	.....	.....
320	1	320	7	2,240	.....	.....	.....	.....
325	.....	.....	1	325	.....	.....	.....	.....

SESSIONAL PAPER No. 20

## APPENDIX A—Continued.

No. (A) 20.—STATEMENT of the Number and Tonnage of all kinds of Vessels, &c.—  
Concluded.

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.
330	1	330	2	660				
335	1	335	2	670				
340			1	340			2	680
350			1	350				
360	1	360	2	720				
365			3	1,095				
375			1	375				
380			1	380				
385			1	385				
390			1	390				
395			1	395				
412			1	412				
413					1	413		
419			1	419				
434			2	868			1	434
439							2	878
440	1	440						
450	1	450						
462			1	462				
471	1	471						
475			1	475			1	475
479			1	479				
480			1	480				
484			2	968				
487			1	487				
499			1	499				
500	2	1,000						
508	1	508						
516			2	1,032				
518			1	518				
539			1	539				
541	2	1,082						
544	1	544						
567			1	567				
578			1	578				
585			1	585				
586	1	586	1	586				
590			1	590				
593	1	593						
599	1	599						
607			2	1,214				
648	1	648						
680			1	680				
740			1	740				
781					1	781		
803	1	803						
904					1	904		
952	1	952						
970			1	970				
997					2	1,994		
999			1	999				
1,035					1	1,035		
1,041			1	1,041				
1,123					1	1,123		
1,142	2	2,284						
1,147					1	1,147		
1,197	1	1,197						
1,237					1	1,237		
1,868					1	1,868		
Total. ....	160	21,236	298	53,141	48	11,980	60	7,703

3-4 EDWARD VII., A. 1904

## APPENDIX A—Continued.

No. (A) 21.—STATEMENT of the Number and Tonnage of all kinds of Vessels passing through the Canals during the Season of Navigation in 1902.

## RIDEAU, OTTAWA AND CHAMBLY 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	22	176	80	640	4	40	6	48
10	10	100	9	90	2	20	1	10
15	4	60	3	45	2	30	1	15
20	2	40	1	20				
25	1	25	4	100	1	25	1	25
30	1	30						
35	2	70	4	140	1	35		
40	2	80						
45	1	45	4	180				
50	1	50					2	100
55			1	55				
60			1	60				
65							2	130
70	1	70					2	140
75			1	75			2	150
80							7	560
85	1	85	2	170	1	85	17	1,445
90			2	180	1	90	66	5,940
95	1	95	5	475			250	23,750
100	1	100	8	800			63	6,300
105	2	210	4	420	1	105	36	3,780
110			3	330			43	4,730
115			4	460			15	1,725
120			4	480			3	160
125	1	125					2	250
130			2	260				
135	1	135	2	270				
140	2	280	8	1,120				
145	2	290	13	1,885			1	145
150	2	300	19	2,850				
155	1	155	15	2,325				
160	1	160	8	1,280				
165			6	990			1	165
170			4	680				
175			1	175				
180	1	180	2	360				
185								
190								
195			2	390				
200								
210			1	210				
228	1	228						
298	1	298						
324			1	324				
374			1	374				
397	1	397						
Total.....	66	3,784	225	18,213	13	430	521	49,568

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, August 12, 1903,

RICHARD DEVLIN,  
Compiler of Canal Statistics.



APPENDIX A—*Concluded.*

No. (A) 22.—STATEMENT showing the Classified Tonnage of all kinds of Vessels passed through the Canals, during the Season of Navigation of 1902.

WELLAND CANAL.

20—V—10

CANADIAN.								UNITED STATES.							
Class.	Steam Vessels.	No.	Tonnage.	Class.	Sailing Vessels.	No.	Tonnage.	Class.	Steam Vessels.	No.	Tonnage.	Class.	Sailing Vessels.	No.	Tonnage.
1	250 to 1,565 tons...	36	21,907	1	250 to 1,041 tons...	30	15,922	1	250 to 3,860 tons...	45	46,173	1	250 to 1,988 tons...	18	10,097
2	200 " 249 " ..	3	660	2	200 " 249 " ..	1	239	2	200 " 249 " ..	0	.....	2	200 " 249 " ..	0	.....
3	150 " 199 " ..	0	.....	3	150 " 199 " ..	5	910	3	150 " 169 " ..	5	845	3	150 " 199 " ..	1	195
4	100 " 149 " ..	3	405	4	100 " 149 " ..	2	250	4	100 " 149 " ..	1	130	4	100 " 149 " ..	0	.....
5	50 " 99 " ..	4	290	5	50 " 99 " ..	4	295	5	50 " 99 " ..	3	220	5	50 " 99 " ..	2	135
6	Under 50 " ..	54	1,029	6	Under 50 " ..	19	326	6	Under 50 " ..	36	695	6	Under 50 " ..	18	332
Total.....		100	24,291	Total.....		61	17,933	Total.....		90	48,063	Total.....		39	10,759

ST. LAWRENCE CANALS.

1	250 to 1,197 tons...	26	14,632	1	250 to 1,041 tons...	68	29,168	1	250 to 1,868 tons...	10	10,502	1	250 to 475 tons...	8	3,037
2	200 " 249 " ..	2	455	2	200 " 249 " ..	12	2,655	2	200 " 249 " ..	1	200	2	200 " 249 " ..	1	200
3	150 " 199 " ..	5	855	3	150 " 199 " ..	59	9,260	3	150 " 199 " ..	1	150	3	150 " 199 " ..	.....	.....
4	100 " 149 " ..	20	2,505	4	100 " 149 " ..	64	7,570	4	100 " 149 " ..	3	345	4	100 " 149 " ..	12	1,230
5	50 " 99 " ..	19	1,270	5	50 " 99 " ..	46	3,425	5	50 " 99 " ..	3	210	5	50 " 99 " ..	35	3,145
6	Under 50 " ..	88	1,519	6	Under 50 " ..	49	1,063	6	Under 50 " ..	30	573	6	Under 50 " ..	4	91
Total.....		160	21,236	Total....		298	53,141	Total.....		48	11,980	Total.....		60	7,703

RIDEAU, OTTAWA AND CHAMBLY CANALS.

1	250 to 397 tons...	2	695	1	250 to 374 tons...	2	698	1	250 to — tons...	.....	.....	1	250 to — tons...	.....	.....
2	200 " 249 " ..	1	228	2	200 " 249 " ..	1	210	2	200 " 249 " ..	.....	.....	2	200 " 249 " ..	.....	.....
3	150 " 199 " ..	5	795	3	150 " 199 " ..	57	9,050	3	150 " 199 " ..	.....	.....	3	150 " 199 " ..	1	165
4	100 " 149 " ..	9	1,140	4	100 " 149 " ..	48	6,025	4	100 " 149 " ..	1	105	4	100 " 149 " ..	163	17,690
5	50 " 99 " ..	4	300	5	50 " 99 " ..	12	1,015	5	50 " 99 " ..	2	175	5	50 " 99 " ..	348	32,215
6	Under 50 " ..	45	626	6	Under 50 " ..	105	1,215	6	Under 50 " ..	10	150	6	Under 50 " ..	9	98
Total.....		66	3,784	Total.....		225	18,213	Total.....		13	430	Total.....		521	49,568

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA. August 12, 1903.

RICHARD DEVLIN,  
*Compiler of Canal Statistics.*

# CANALS

# CONSOLIDATED

## No. 23.—RATES OF TOLLS ON THE CANALS

WELLAND, ST. LAWRENCE, RIDEAU, OTTAWA, CHAMBLY AND MURRAY 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.	Chambly Canal and St. Ours Lock.	Rideau Canal, each way.	Ottawa Canals, and St. Ann's Lock, each way.	Ottawa to St. Johns, each way.	Murray Canal, each way.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
<i>Class No. 1.</i>									
Vessel, steam.....per ton	0 11 <sup>3</sup> / <sub>4</sub>	0 011 <sup>3</sup> / <sub>4</sub>	0 021 <sup>3</sup> / <sub>4</sub>	0 003 <sup>3</sup> / <sub>4</sub>	0 00 <sup>3</sup> / <sub>4</sub>	0 011 <sup>3</sup> / <sub>4</sub>	0 00 <sup>3</sup> / <sub>4</sub>	0 011 <sup>3</sup> / <sub>4</sub>	0 0 <sup>3</sup> / <sub>4</sub>
" sail and other.....	0 02 <sup>3</sup> / <sub>4</sub>	0 02 <sup>3</sup> / <sub>4</sub>	0 03 <sup>3</sup> / <sub>4</sub>	0 01 <sup>3</sup> / <sub>2</sub>	0 01 <sup>3</sup> / <sub>4</sub>	0 02 <sup>3</sup> / <sub>4</sub>	0 01 <sup>3</sup> / <sub>4</sub>	0 02 <sup>3</sup> / <sub>4</sub>	0 1 <sup>3</sup> / <sub>16</sub>
<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 <sup>1</sup> / <sub>4</sub>	0 09 <sup>3</sup> / <sub>4</sub>	0 11 <sup>1</sup> / <sub>4</sub>
" under 21 years each.....	0 05	0 05	0 10	0 05	0 02	0 04	0 01 <sup>1</sup> / <sub>4</sub>	0 04 <sup>3</sup> / <sub>4</sub>	0 0 <sup>1</sup> / <sub>16</sub>
<i>Class No. 3.</i>									
Bricks, cement and water lime.....	} 15	} 0 20	} 0 20	} 0 15	} 0 10	} 0 07	} 0 06	} 0 19 <sup>3</sup> / <sub>4</sub>	} 0 1 <sup>3</sup> / <sub>16</sub>
Clay, lime and sand.....									
Brimstone.....									
Corn.....									
Flour.....									
Iron, railway.....									
" pig.....									
" all other, including steel (O.C., Feb. 1, 1888).....									
Plaster, gypsum.....									
Salt.....									
Salt meats or fish, in barrels or otherwise...									
Agricultural products, vegetable, not enumerated.....									
Agricultural products, animal, not enumerated.....									
Stone, for cutting.....									
Wheat.....									
<i>Class No. 4.</i>									
All other articles not enumerated.....	0 15	0 20	0 20	0 20	0 10	0 26	0 14	0 29	0 2 <sup>1</sup> / <sub>2</sub>

REVENUE.

TARIFF OF TOLLS.

OF THE DOMINION OF CANADA, 1902.

TRENT VALLEY CANALS.

(O. C., July 25, 1888.)

1ST SECTION.	2ND SECTION.	3RD SECTION.	4TH SECTION.	THROUGH.	Peterborough to Hastings, each way.
Fenelon Falls to Bobcaygeon.	Bobcaygeon to Buckhorn.	Buckhorn to Burleigh.	Burleigh to Lakefield.	Fenelon Falls to Lakefield.	Tolls Chargeable at Peterborough and Hastings.
Tolls Chargeable at Fenelon Falls.	Tolls Chargeable at Bobcaygeon.	Tolls Chargeable at Buckhorn.	Tolls Chargeable at Burleigh.	Tolls Chargeable at Fenelon Falls.	
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
0 00 $\frac{3}{16}$ 0 00 $\frac{1}{4}$	0 00 $\frac{3}{16}$ 0 00 $\frac{1}{4}$	0 00 $\frac{3}{16}$ 0 00 $\frac{1}{4}$	0 00 $\frac{3}{16}$ 0 00 $\frac{1}{4}$	0 00 $\frac{3}{4}$ 0 01	0 00 $\frac{3}{16}$ 0 00 $\frac{1}{4}$
01 0 00 $\frac{1}{2}$	0 01 0 00 $\frac{1}{2}$	0 01 0 00 $\frac{1}{2}$	0 01 0 00 $\frac{1}{2}$	0 04 0 02	0 01 0 00 $\frac{1}{2}$
0 01	01	01	01	0 04	0 01
0 03	0 03	0 03	0 03	0 12	0 03



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RATES OF TOLLS

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

	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. Johns, each way.	Murray Canal, each way.
<p>The Rates of Tolls are divided into Six Classes, as under, and are per ton, unless otherwise specified.</p>									
<i>Class No. 5.</i>									
Bark . . . . .	0 20	0 20	0 20	0 15	0 10	0 07	0 06	0 19 $\frac{1}{4}$	0 01 $\frac{7}{8}$
Barrels, empty, each . . . . .	0 02	0 02	0 02	0 02	0 02	0 02	0 01	0 03 $\frac{1}{4}$	0 00 $\frac{1}{4}$
Boat knees, each . . . . .	0 05	0 05	0 05	0 02	0 02	0 02	0 01	0 03 $\frac{1}{4}$	0 00 $\frac{1}{4}$
Floats, per 1,000 lineal feet . . . . .	1 40	1 40	1 40	1 40	1 20	1 05	0 50	2 05 $\frac{1}{2}$	0 17 $\frac{1}{2}$
Firewood, per cord, in vessels . . . . .	0 20	0 20	0 20	0 20	0 10	0 15	0 08	0 23	0 02 $\frac{1}{2}$
" " rafts . . . . .	0 25	0 25	0 25	0 25	0 15	0 19	0 09	0 30 $\frac{1}{4}$	0 03 $\frac{1}{4}$
Hoops . . . . .	0 25	0 25	0 25	0 20	0 15	0 15	0 10	0 30	0 02 $\frac{1}{2}$
Masts and spars, telegraph poles, per ton of 40 cubic feet, in vessels . . . . .	0 15	0 15	0 15	0 05	0 05	0 08	0 07	0 13 $\frac{1}{4}$	0 00 $\frac{3}{8}$
Masts and spars, telegraph poles, per ton of 40 cubic feet, in rafts . . . . .	0 20	0 20	0 20	0 10	0 10	0 15	0 10	0 22 $\frac{1}{4}$	0 01 $\frac{1}{4}$
Railway ties, in vessels, each . . . . .	0 01	0 01	0 01	0 00 $\frac{3}{4}$	0 00 $\frac{1}{2}$	0 00 $\frac{3}{4}$	0 00 $\frac{1}{2}$	0 01 $\frac{3}{4}$	0 0 $\frac{1}{4}$
" " rafts, each . . . . .	0 02	0 02	0 02	0 01	0 01	0 02	0 01	0 02 $\frac{1}{4}$	0 00 $\frac{1}{4}$
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 11 $\frac{1}{4}$	0 06 $\frac{3}{4}$	0 20	0 01 $\frac{7}{8}$
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 36 $\frac{1}{2}$	0 03 $\frac{3}{4}$
Square timber, per M cubic feet, in vessels . . . . .	3 00	3 00	3 00	1 00	1 00	0 56	0 44	1 69	0 12 $\frac{1}{2}$
" " rafts . . . . .	4 50	4 50	4 50	2 00	2 00	1 12	0 63	3 13	0 25
Wagon 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	0 05
Shingles, per M . . . . .	0 06	0 06	0 06	0 06	0 04	0 04 $\frac{1}{2}$	0 02 $\frac{1}{2}$	0 08	0 00 $\frac{3}{4}$
Split posts and fence rails, per M, in vessels . . . . .	0 40	0 40	0 40	0 40	0 20	0 23	0 2	0 42	0 05
" " rafts . . . . .	0 80	0 80	0 80	0 80	0 40	0 38	0 17	0 77	0 10
Saw-logs, each, standard log . . . . .	0 08	0 08	0 08	0 08	0 05	0 06	0 06	0 13	0 01
Staves and headings, barrel, per M . . . . .	0 08	0 08	0 08	0 04	0 15	0 15	0 10	0 30	0 02 $\frac{1}{2}$
" " pipe, per M . . . . .	1 50	1 50	1 50	1 00	1 00	0 75	0 50	1 75	0 12 $\frac{1}{2}$
" " West India, per M . . . . .	0 75	0 75	0 75	0 60	0 25	0 45	0 25	0 65	0 07 $\frac{1}{2}$
" " salt barrel, sawn or cut, per M . . . . .	0 08	0 08	0 08	0 04	0 03	0 03	0 02	0 06	0 00 $\frac{1}{2}$
Traverses, per 100 pieces . . . . .	0 50	0 50	0 50	0 50	0 40	0 38	0 15	0 67 $\frac{1}{2}$	0 06 $\frac{1}{4}$
Hop poles, per 1,000 pieces . . . . .	2 00	2 00	2 00	2 00	1 50	1 50	0 65	2 65	0 25
<i>Special Class.</i>									
Gypsum, crude (per O.C., Oct. 28, 1892) . . . . .	0 15	0 05	0 05	0 05	West ward				
Coal . . . . .	0 20	0 20	0 20	0 15	0 10	0 08	0 05	0 17 $\frac{3}{4}$	0 01 $\frac{1}{2}$
Stone, unwrought, corded, and not suitable for cutting, per cord . . . . .	0 75	0 75	0 75	0 60	0 37 $\frac{1}{2}$	0 28	0 24	0 77 $\frac{1}{2}$	0 07 $\frac{1}{2}$
Kryolite, iron ore or chemical ore . . . . .	0 03	0 05	0 05	0 05	0 05	0 05	0 05	0 05	0 05
Ice . . . . .	0 05	0 05	0 05	0 05	0 05	0 05	0 05	0 11	0 05

SESSIONAL PAPER No. 20

ON THE CANALS—Continued.

TRENT VALLEY CANALS.

1ST SECTION.	2ND SECTION.	3RD SECTION.	4TH SECTION.	THROUGH.	Peterborough to Hastings, each way.
Fenelon Falls to Bobcaygeon.	Bobcaygeon to Buckhorn.	Buckhorn to Burleigh.	Burleigh to Lakefield.	Fenelon Falls to Lakefield.	
Tolls Chargeable at Fenelon Falls.	Tolls Chargeable at Babcaygeon.	Tolls Chargeable at Buckhorn.	Tolls Chargeable at Burleigh.	Tolls Chargeable at Fenelon Falls.	Tolls Chargeable at Peterborough and Hastings.
\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.
0 01	0 01	0 01	0 01	0 04	0 01
0 00 $\frac{1}{4}$	0 00 $\frac{1}{4}$	0 00 $\frac{1}{4}$	0 00 $\frac{1}{4}$	0 01	0 00 $\frac{1}{4}$
0 00 $\frac{1}{4}$	0 00 $\frac{1}{4}$	0 00 $\frac{1}{4}$	0 00 $\frac{1}{4}$	0 01	0 00 $\frac{1}{4}$
0 13	0 13	0 13	0 13	0 13	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 00 $\frac{1}{8}$	0 00 $\frac{1}{8}$	0 00 $\frac{1}{8}$	0 00 $\frac{1}{8}$	0 00 $\frac{1}{2}$	0 00 $\frac{1}{8}$
0 00 $\frac{1}{4}$	0 00 $\frac{1}{4}$	0 00 $\frac{1}{4}$	0 00 $\frac{1}{4}$	0 01	0 00 $\frac{1}{4}$
0 03	0 03	0 03	0 03	0 10	0 03
0 04	0 04	0 04	0 04	0 14	0 04
0 07	0 07	0 07	0 07	0 28	0 07
0 14	0 14	0 14	0 14	0 56	0 14
0 04	0 04	0 04	0 04	0 16	0 04
0 00 $\frac{3}{4}$	0 00 $\frac{3}{4}$	0 00 $\frac{3}{4}$	0 00 $\frac{3}{4}$	0 03	0 00 $\frac{3}{4}$
0 03	0 03	0 03	0 03	0 12	0 03
0 05	0 05	0 05	0 05	0 20	0 05
0 00 $\frac{3}{4}$	0 00 $\frac{3}{4}$	0 00 $\frac{3}{4}$	0 00 $\frac{3}{4}$	0 03	0 00 $\frac{3}{4}$
0 02	0 02	0 02	0 02	0 08	0 02
0 10	0 10	0 10	0 10	0 40	0 10
0 05 $\frac{1}{2}$	0 05 $\frac{1}{2}$	0 05 $\frac{1}{2}$	0 05 $\frac{1}{2}$	0 22	0 05 $\frac{1}{2}$
0 00 $\frac{1}{2}$	0 00 $\frac{1}{2}$	0 00 $\frac{1}{2}$	0 00 $\frac{1}{2}$	0 02	0 00 $\frac{1}{2}$
0 05	0 05	0 05	0 05	0 20	0 05
0 20	0 20	0 20	0 20	0 80	0 20
Free.	Free.	Free.	Free.	Free.	Free.
0 01	0 01	0 01	0 01	0 04	0 01
0 03 $\frac{1}{2}$	0 03 $\frac{1}{2}$	0 03 $\frac{1}{2}$	0 03 $\frac{1}{2}$	0 14	0 03 $\frac{1}{2}$
0 00 $\frac{3}{4}$	0 00 $\frac{3}{4}$	0 00 $\frac{3}{4}$	0 00 $\frac{3}{4}$	0 03	0 00 $\frac{3}{4}$
Free.	Free.	Free.	Free.	Free.	Free.

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*St. Peter's Canal.*

Sec. 2. On each and every vessel passing through the said canal, two cents per ton on the vessel and one cent per ton on the freight, each way. O. C. June 23, 1883. Con. O. C. Oct. 26, 1889, sec. 109.

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

Sec. 3. Coal may pass up all canals, except the Welland Canal, free of toll. O. C. June 6, 1869. Con. O. C. Oct. 26, 1889, sec. 83.

Sec. 4. 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. Con. O. C. Oct. 26, 1889, sec. 84.

Sec. 5. (a.) In view of the dam constructed across the Ottawa River at Carillon whereby the passage of the rapids at that point through the river is rendered difficult and at times impracticable, it appears necessary, owing to the continued difficulty attending passage through the slide built in the dam, that the canal should be used by rafts and until otherwise ordered, free passage be given to rafts through the Carillon Canal, subject to such regulations as the Department of Railways and Canals may find necessary in the interest of the traffic of the canal to adopt. O. C. July 6, 1888.

Sec. 5. (b.) "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." O. C. June 27, 1890.

*Sault Ste. Marie Canal.*

Sec. 6. All vessels and freight shall be permitted to pass through the Sault Ste. Marie Canal free of toll upon such vessels and freight, until otherwise ordered.

Sec. 7. (a.) All up bound goods on which full tolls have been paid for passage through the whole of the St. Lawrence Canals, or for passage through the Lachine Canal, the Ottawa and Rideau Canals or for passage through the Ottawa and Rideau Canals shall be entitled to pass free through the Welland Canal, or any portion thereof, and tolls paid for passage through the Chambly Canal, on goods thereafter so becoming entitled to the above privilege, shall be refunded at Montreal. All down bound goods on which full tolls have been paid for passage through the Welland Canal shall be entitled to pass free through any or all of the above mentioned Canals, or through any portion thereof. O. C. May 17, 1897.

(b.) All articles, goods or merchandise, not enumerated above, shall be charged to class No. 4. O. C. April 18, 1873. Con. O. C. Oct. 26, 1889, sec. 86.

Sec. 8. 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 port 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. Con. O. C. Oct. 26, 1889, sec. 87.

Sec. 9. Iron ore, kryolite or chemical ore, may pass through one section, or through all the canal sections aforesaid, for 5 cents per ton.

Sec. 10. 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. Con. O. C. Oct. 26, 1889, sec. 86.

Sec. 11. All vessels owned or chartered by persons having contracts for the enlargements or repair of any of the canals, and employed by them in removing earth or carrying materials necessary for the prosecution of such works, shall be entitled to pass through such canals free of toll upon such vessel and cargo. O. C. April 22, 1884. Con. O. C. Oct. 26, 1889, sec. 35.

Sec. 12. 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. O. C. May 18, 1891.

## HARBOUR DUES.

Sec. 13. 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. O. C. April 18, 1873. Con. O. C. Oct. 26, 1889.



## SESSIONAL PAPER No. 20

## WAY RATES.

Sec. 14. The following way rates are to be levied on vessels and property passing the several subdivisions of the Canals:—

<i>Welland Canal.</i>		Rate.
1. From Port Maitland, Dunnville and Port Colborne to Port Robinson or Allanburg, not passing the lock, each way.....		1/2
2. From Chippawa Cut, or any part thereof, to Dunnville, Port Maitland or Port Colborne.....		3/8
3. From Dunnville to Port Colborne.....		1/2
4. From Thorold to St. Catharines or Port Dalhousie.....		1/2
5. From Maitland, Dunnville, Colborne or Port Robinson to Marshville and intermediate places.		3/8
6. From Marshville or intermediate places to Port Maitland, Dunnville, Port Colborne and Port Robinson.....		3/8
7. From Port Robinson to Allanburg or Thorold.....		3/8
8. From Port Robinson to St. Catharines or Port Dalhousie.....		1/2
9. From St. Catharines to Port Dalhousie.....		1/8
10. From Dunnville to Maitland.....		1/4
11. From Port Robinson through the Lock and Chippawa Cut.....		1/4
12. From Port Colborne to Port Maitland.....		1/2
13. From Chippawa Cut through Lock to Port Robinson.....		1/4
14. From Colborne, Dunnville, Maitland and Marshville to Thorold.....		3/8
15. From Colborne, Dunnville, Maitland and Marshville to St. Catharines.....		7/8
16. Through the Chippawa Cut only.....		1/8
17. Through the Port Robinson Lock only.....		1/8

*St. Lawrence Canals.*

Sec. 15. The navigation is divided into four sections, viz., Cardinal, Cornwall, Beauharnois or Soulanges 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. 16. Vessels and property passing from Sorel to Chambly, to pay.....	1/3
Vessels and property passing from Chambly to St. Johns, to pay.....	3/8

*Ottawa Canals.*

Sec. 17. The navigation is divided into three sections, viz., Grenville, Carillon and Ste. Anne's. Tolls are to be levied on all vessels and property in proportion to the number of sections passed through.

*Rideau Canal.*

Sec. 18. 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. O.C. April 18, 1873. Con. O.C. Oct. 26, 1889, secs. 77, 78, 79, 80 and 81.—

Tay Canal to be part of the Rideau Canal and the following rates of tolls to be levied upon the said Tay Branch of the Rideau Canal system, viz. :—

Perth to Smith's Falls, 1 section, or one-third of Rideau Canal rates, each way.

Perth to Kingston, 2 sections, or two-thirds Rideau Canal rates, each way.

Perth to Ottawa Basin, 2 sections, or two-thirds Rideau Canal rates, each way.

Perth to River Ottawa, 3 sections, full Rideau Canal rates, each way. O.C. Sept. 27, 1890.

*General.*

Sec. 19. (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 saw-logs or other lumber through any of the canals, or sections thereof, shall be at all times governed by the regulations for their management. O.C. April 18, 1873. Con. O.C. Oct. 26, 1889, sec. 82.

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## Sec. 20.—STANDARD FOR ESTIMATING WEIGHTS, FOR CANAL TOLLS.

	Tons.		Tons.
2,000 lbs. avoirdupois. . . . .	1	Sheep, 20 . . . . .	1
Per M. is per thousand feet . . . . .		Stone, 12 cubic feet . . . . .	1
Per mille is per thousand pieces . . . . .		Stone, 1 cord . . . . .	7 $\frac{1}{2}$
Green fruit, 9 barrels are . . . . .	1	Whisky, 4 barrels or 215 gallons . . . . .	1
Ashes, 3 barrels are . . . . .	1	Empty barrels, 10 . . . . .	1
Bark, 4 cords . . . . .	1	Barrel hoops, 10 mille . . . . .	1
Beef, 7 barrels . . . . .	1	Board and other sawed lumber, 600 feet board measure . . . . .	
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 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	" " W. India, 1 mille . . . . .	4
Flour, 9 barrels . . . . .	1	" " barrel, 1 mille . . . . .	2 $\frac{1}{2}$
Gypsum and manganese, 6 barrels . . . . .	1	" " salt barrel, 1 mille . . . . .	0 $\frac{7}{8}$
Horses, 2 . . . . .	1	Saw-logs, standard, 1 . . . . .	0 $\frac{7}{8}$
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
Liquids, 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 manufac- tured wood, 40 cubic feet as per tariff . . . . .	1
Pork, 7 barrels . . . . .	1	Traverses, 40 cubic feet, or 5 pieces . . . . .	1
Refined oil in bulk, 250 gals., O.C., July 24, '00 . . . . .	1	Floats, 50 lineal feet . . . . .	1
Salt, 7 barrels . . . . .	1		
Seeds, 9 barrels . . . . .	1		

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

The weight equivalent to a bushel being as follows:—Wheat, 60 lbs.; Indian corn, 56 lbs.; rye, 56 lbs.; pease, 60 lbs.; barley, 48 lbs.; oats, 34 lbs.; beans, 60 lbs.; clover seed, 60 lbs.; timothy seed, 48 lbs.; buckwheat, 48 lbs.; flax seed, 50 lbs.; blue grass seed, 14 lbs.; hemp seed, 44 lbs.; malt, 36 lbs.; castor beans, 40 lbs.; potatoes, turnips, carrots, parsnips, beets and onions, 60 lbs.; bituminous coal, 70 lbs.

## TOLLS AT SHEDS AT LACHINE CANAL BASIN.

Sec. 21. 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 " per barrel . . . . .	4
Pork, beef, butter and lard " " . . . . .	5
Muscovado sugar " per hhd., 10 cents; per brl. . . . .	5
Liquors " { per pipe, 15 cents; per pun. . . . .	12
" { per hhd., 10 cents; per qr. cask . . . . .	7
Iron, bars " per ton . . . . .	24
Iron, pig " " . . . . .	12
Salt, except at the St. Gabriel sheds " per 100 minots . . . . .	36
Salt at the St. Gabriel sheds, Montreal, after the first 48 hours " per bag . . . . .	$\frac{1}{2}$
Bales, crates, cases, &c. " per ton weight or measurement . . . . .	24
Coals " per chaldron . . . . .	12

Sec. 22. (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.

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(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. Con. O. C. Oct. 26, 1889, secs. 90 and 91.

*Flour.*

Sec. 23. (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. Con. O. C. Oct. 26, 1889, sec. 92.

## WHARFAGE DUES ON COAL FOR LOCAL CONSUMPTION IN MONTREAL.

Sec. 24. Coal for local consumption in Montreal, landed on canal property between Montreal Harbour and Côte St. Paul, from vessels other than sea-going, and entering the Lachine Canal from Montreal Harbour, shall be charged wharfage dues at the rate of five cents a ton.

Coal screening shall be charged 3 cents a ton. Con. O. C. Oct. 26, 1889, sec. 93. O. C. May, 18, 1892.

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

Sec. 25. The following rates of tolls shall be collected as herein mentioned that is to say:—

(a.) Firewood landed on wharfs or banks of the Lachine Canal, or in boats, barges or other craft 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 wharfs or banks after the first five days, an additional charge of four cents per cord. O. C. August 7, 1860. Con. O. C. Oct. 26, 1889, sec. 94.

(b.) The clause next preceding shall not only apply to the rates of toll to be collected on firewood on wharfs 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. Con. O. C. 1889, sec. 94.

## CANAL BASINS IN MONTREAL PART OF MONTREAL HARBOUR.

Sec. 26. 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 the 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. Con. O. C. Oct. 26, 1889, sec. 95.

## PHOSPHATES.

Sec. 27. 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 purpose 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. Con. O. C. Oct. 26, 1889, sec. 96.

Extract from the Act, Canada, 1894, c. 48, amending and consolidating the Acts relating to the Harbour Commissioners of Montreal.

## HARBOUR RATES WHARFAGE DUES IN ALL BASINS OF THE LACHINE CANAL ON SEA-GOING VESSELS.

Sec. 28. The corporation may, from time to time, levy such rates as are approved of by the Governor in Council, upon all goods landed or shipped in the harbour, moved by rail on the harbour tracks, or deposited within the harbour, except arms, ammunition and military accoutrements, and other munitions of war for the use of the Government or for the defence of the Dominion. 40 V., c. 53, s. 2, part 2. For the purposes of this section, the lower basins of the Lachine Canal shall be held to form part of the harbour of Montreal, and the corporation may levy from all vessels entering the same through the harbour for the purpose of discharging or loading there, except canal craft trading between Montreal and places above Montreal, the same rates as may be levied in the harbour and under the same regulations and penalties. In all other respects the said lower basins shall be and remain under the jurisdiction of the Minister of Railways and Canals. 18 V., c. 143, s. 18; 40 V., c. 53, s. 2, part 2.



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All property delivered or received by sea-going vessels in the Lachine Canal basins at Montreal (except the old lower basin) shall be charged wharfage dues as follows:—

All goods, wares and merchandise not elsewhere specified.....	25 cents per ton.
Hay, straw, pig and scrap iron, pot and pearl ashes.....	20 "
Apples, crates and their contents, flour and meal, fish, meats, pitch, potatoes, tar, horses, neat cattle, sheep and swine.....	15 "
Ballast, clay, fire-bricks, gypsum, lime, marble, phosphate, sand, salt.....	10 "
Coal and coke, grain and seeds of all kinds.....	6 "
<i>Special</i> —Bricks, 10 cents per 1,000; cordwood, 5 cents per cord; lumber, 10 cents per 1,000 feet, board measure.	
Bullion specie.....	Free.
Coal screenings.....	3 "

Each entry shall pay not less than 5 cents.

All property landed on the canal wharfs for re-shipment, or transhipped in canal waters, shall pay one wharfage only.

Lumber upon which tolls have been paid for passage down the Lachine Canal, and which is reshipped from the wharfs or vessels into sea-going vessels, shall pay wharfage dues equal to one section of canal tolls, viz., 3½ cents per 1,000 feet board measure. O.C. Jan. 26, 1883. Con. O.C. Oct. 26, 1889, secs. 98, 99, 100 and 101. O.C. May 18, 1892.

Sec. 29.—Standard for Estimating Weights.

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

O.C. April 1, 1881. Con. O.C. Oct. 26, 1889, sec. 102.

TOLLS ON FLOATED TIMBER, ETC., ENTERING THE BASIN AT LACHINE.

Sec. 30. The following rates of tolls shall be collected on floated timber, lumber and firewood entering the basin at Lachine and Lachine Canal:—

Kinds of Timber.	For receiving Timber, &c., to include use of Basin and Wharf for one Month.	For each succeeding month during the Season of Navigation.	For Wintering in Basin or on Wharf.
	Cents.	Cents.	Cents
Timber, square or round, of all kinds, above 12 x 12, per M cubic feet.....	25	20	35
Timber, round or flatted, of all kinds, under 12 x 12, per M lineal feet.....	20	15	30
Planks and boards to include all kinds of sawed lumber in rafts, per M feet, board measure.....	3	2	3
Saw logs, 12 feet long, if longer in same proportion per log.....	1	½	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
" pipe.....	8	4	8
" 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.

Sec. 31. (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 superintending engineer may direct.

(c.) The rates on timber to take effect upon the completion of the booms in Lachine Canal. O.C. June 8, 1860. Con. O.C. Oct. 26, 1889, secs. 103 and 104.





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## DRY DOCK CHARGES.

*Trent Valley Canal.*

Sec. 38. The following tolls and dues shall be charged 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 00	\$4 00	\$12 00
15 tons and under . . . . .	20 00	3 00	10 00

(O. C. Oct. 31, 1890.)

*Rideau Canal.*

Sec. 39. The following tariff of tolls and regulations shall be, and the same are hereby established for the use of the dry dock on the Rideau Canal at Ottawa:—

(1) Steamers entering dock . . . . .	\$ 8 00
Each day or portion of a day after day of entrance . . . . .	2 50
(2) Barges entering dock . . . . .	5 00
Each day or portion of a day after day of entrance . . . . .	2 50
(3) Steam yachts or launches . . . . .	5 00
Each day or portion of a day after day of entrance . . . . .	2 50
(4) Boats wintering in the dry dock from the close to the opening of navigation . . . . .	50 00
For every day such boat remains in the dock after the opening of navigation . . . . .	8 00

(5) No vessel of any class shall be in the dock over six days after notice is given in writing by the lockmaster that the dock is required for another vessel unless a satisfactory agreement between all parties interested is arrived at.

(6) All entrances and discharge of vessels are covered by entrance fee.

(7) All drying off of vessels of all classes in the locks at Ottawa or Hartwell's during the season of navigation is prohibited unless for special reasons.

The owners of vessels of all classes to render the required assistance to open and close the gate under the supervision of the superintending engineer.

Vessel owners to supply all blocks, &c., to shove their boats up to make the necessary repairs and all refuse to be properly cleared out to the entire satisfaction of the lockmaster before leaving the dock.

(O. C. Dec. 28, 1893.)

Sec. 40. The use of horses for towage purposes between the lower entrance of the Cornwall Canal and lock No. 20, be prohibited during the works of enlargement of that portion of the Cornwall Canal.

(O. C. Aug. 20, 1890.)

Sec. 41. As the prohibition of 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, has entailed the use of tugs and consequently expenses to the parties concerned, that all tugs, used solely for the purposes 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 of the works on that section. (O. C. Sept. 27, 1890.)

## SPECIAL RATES FOR 1902 ONLY.

Sec. 42. For season of 1902 the Canal Tolls for the passage of the following food products:—wheat, Indian corn, pease, barley, rye, oats, flax seed and buckwheat, for through passage eastward through the Welland Canal, be ten cents per ton, and for through passage eastward through the St. Lawrence Canals only, ten cents per ton; payment of the said toll of ten cents per ton through the Welland Canal to entitle these products to free passage through the St. Lawrence Canals, or any portion thereof. (O. C. April 1, 1902.) Also special rates, are granted to grain, &c., carried on the O. A. & P. S. and Canada Atlantic Railway systems, from Depot Harbour to Coteau Landing and thence by Canal to Montreal, as follows, viz.:—Wheat, Indian corn, pease, barley, rye, oats, flaxseed and buckwheat, 2½ cents per ton, and all rolling and package freight, 5 cents per ton. (O. C. April 1, 1902.)

Sec. 43. (a.) That for the current season of navigation of 1902, there shall be allowed in the case of steamships specially chartered for the conveyance of excursion parties, going and coming the same day, a reduction of one-half of the usual passenger tolls for passage through the Government canals, it being distinctly understood that no freight is to be carried by the said steamers on such excursions. (O. C. April 25, 1902.)

Sec. 43. (b.) Whereas the Canal Tolls payable for passage through the Welland and St. Lawrence Canals of barrel staves and headings, are 40 cents per 1,000 in the case of ordinary materials, such as those for sugar and flour barrels; while in the case of staves and headings for salt barrels the charge is 8 cents per 1,000 only.

And whereas application is made to have this distinction removed on the ground that sugar and flour cooperage is of the same weight as salt cooperage.



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His Excellency in virtue of the provisions of chapter 38 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 Class 5 of the existing Tariff of tolls for passage through the Canals of the Dominion, established by the Order in Council of the 25th March, 1895, shall be and the same is hereby amended to the effect, and to that effect only, of removing the distinction between ordinary and salt barrel staves and headings, and making the tolls payable for these articles the same, namely, those at present charged on salt barrel staves and headings, on all the Canals of the Dominion. (O. C. May 28 1897.)

## SPECIAL RATES ON SAND AND STONE.

Sec. 43. (c.) On the recommendation of the Acting Minister of Railways and Canals, the rate of tolls on sand and stone used in the construction of the bridge being built at Cornwall by the Ottawa and New York Railway was reduced from 15 and 20 cents to 7½ and 10 cents respectively. (O. C. August 27, 1898.)

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## APPENDIX B

## DOMINION CANALS

The canal systems of the Dominion, under government control in connection with lakes and navigable rivers, are as follows :—

*First.—The through route between Montreal and the head of Lake Superior (14 feet minimum depth of water.)*

	Miles.
1. Lachine Canal .....	8 $\frac{1}{2}$
Lake St. Louis and River St. Lawrence .....	16
2. Soulanges Canal .....	14
Lake St. Francis and River St. Lawrence .....	33
3. Cornwall Canal .....	11
River St. Lawrence .....	5
4. Farran's Point Canal .....	1
River St. Lawrence .....	10
5. Rapide Plat Canal .....	3 $\frac{1}{2}$
River St. Lawrence .....	4
6. Galops Canal .....	7 $\frac{1}{4}$
River St. Lawrence and Lake Ontario .....	236
7. Welland Canal .....	26 $\frac{3}{4}$
Lake Erie, Detroit River, Lake St. Clair, Lake Huron, &c. ....	580
8. Sault Ste. Marie Canal .....	1 $\frac{1}{4}$
Lake Superior to Port Arthur .....	266
Total .....	<u>1,223<math>\frac{1}{4}</math></u>
To Duluth .....	1,357
Chicago .....	<u>1,286</u>

*Second.—Ottawa to Lake Champlain.*

1. Grenville 2. Carillon. 3. St. Anne's. 4. Chambly. 5. St. Ours Canals.

*Third.—Ottawa to Kingston and Perth.*

1. Rideau Canal.

*Fourth.—Lake Ontario at Trenton to Lake Huron at mouth of River Severn.*

1. Trent Canal (not completed).

*Fifth.—Ocean to the Bras d'Or Lakes.*

1. St. Peter's Canal.

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## RIVER ST. LAWRENCE AND LAKES.

The River St. Lawrence with the system of canals established on its course above Montreal, and the Lakes Ontario, Erie, St. Clair, Huron and Superior, with connecting canals, afford a course of water communication extending from the Straits of Belle Isle to Port Arthur, at the head of Lake Superior, a distance of 2,200 statute miles. The distance to Duluth is 2,343 statute miles. The distance to Chicago, 2,272 miles.

From the Straits of Belle Isle, at the mouth of the St. Lawrence, to Montreal, the distance is 986 miles. From Quebec to Montreal, the distance is 160 miles. Owing to the shallowness of the waters on a portion of the river between these two places, particularly through Lake St. Peter, vessels drawing more than from ten to twelve feet were formerly barred from passage for the greater part of the season of navigation. In 1826, the question of deepening the channel was first definitely mooted, but it was not until 1844 that any dredging operations were begun. In that year, the deepening of a new straight channel was commenced, but the scheme was abandoned in 1847. In 1851 the deepening of the present channel was begun. At that time the depth of the channel at low water was 10 feet 6 inches. By the year 1869, this depth had been increased to 20 feet, by 1882 to 25 feet, and by the close of 1888 the depth of 27½ feet, at low water, was attained for a distance of 108 miles from Montreal to a point within tidal influence. This work is now being continued by the government of Canada, which in 1888, under the provisions of the Act 51 Vic., ch. 5, of that year, assumed the indebtedness. The channel has a minimum width of 300 feet, extending to 550 feet at points of curvature. The channel is lighted and buoyed.

Navigation, which is closed by ice during the winter months, opens about the end of April.

Montreal has by this work been placed at the head of ocean navigation, and here the canal systems of the River St. Lawrence begin, overcoming the various rapids by which the river channel upwards is obstructed, and giving access through the St. Lawrence canals, the Welland canal, the great lakes and the Sault Ste. Marie canal, to the head of Lake Superior.

The difference in level between the point on the St. Lawrence, near Three Rivers, where tidal influence ceases, and Lake Superior, is about 600 feet.

The Dominion canals, constructed between Montreal and Lake Superior, are the Lachine, Soulanges, Cornwall, Farran's Point, Rapide Plat, Galops, Murray, Welland and Sault Ste. Marie. Their aggregate length is 73 miles; total lockage (or height directly overcome by locks), 551 feet. The number of locks through which a vessel would pass in its passage from Montreal, at the head of ocean navigation, to the head of Lake Superior is 48. The Soulanges canal takes the place of the Beauharnois canal; the latter may be abandoned for navigation purposes.

Communication between Lakes Huron and Superior is obtained by means of the Canadian Sault Ste. Marie canal, and also by the St. Mary's Falls canal, situated on the United States side of the River St. Mary. Both these canals are free of toll.

It is important to note that the enlargement of the canals on the main route between Montreal and Lake Erie comprises locks of the following minimum dimensions: Length, 270 feet; width, 45 feet; depth of water on sills, 14 feet. The length of the vessels to be accommodated is limited to 255 feet. At Farran's, in the canal of that name, the lock is 800 feet long. A similar lock is built at Iroquois on the Galops canal, the object being to pass a full tow at one lockage.

## LACHINE CANAL.

Length of canal.....	8½ statute miles.
Number of locks.....	5
Dimension of locks.....	270 feet by 45 feet.
Total rise or lockage.....	45 feet.
Depth of water ) at two locks.....	18 "
) at three locks.....	14 "
Average width of new canal.....	150 "



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The old lift locks, 200 feet by 45 feet, are still available, with 9 feet of water on mitre sills.

The canal consists of one channel, with two distinct systems of locks, the old and the enlarged. There are two lock entrances at each end.

The canal extends from the city of Montreal to the town of Lachine, overcoming the St. Louis rapids, the first of the series of rapids which bars the ascent of the River St. Lawrence. They are 986 miles distant from the Straits of Belle Isle.

#### SOULANGES CANAL.

Length of canal.....	14 statute miles.
Number of locks { lift.....	4
guard.....	1
Dimensions of locks.....	280 feet by 45 feet.
Total rise or lockage....	84 feet.
Depth of water on sills.....	15 "
Breadth of canal at bottom.....	100 "
Breadth of canal at water surface....	164 "
Number of arc lights.....	219 of 2,000 c. p. each.

The canal extends from Cascade Point to Coteau Landing, overcoming the Cascade Rapids, Cedar Rapids and Coteau Rapids.

From the head of the Lachine to the foot of the Soulanges, the distance is sixteen miles.

#### CORNWALL CANAL.

Length of canal.....	11 statute miles.
Number of locks.....	6
Dimensions of locks.....	270 feet by 45 feet.
Total rise or lockage.....	48 feet.
Depth of water on sills.....	14 "
Breadth of canal at bottom.....	100 "
Breadth of canal at water surface.....	164 "

The old lift locks, 200 feet by 45 feet, are also available, with nine feet of water on mitre sills.

From the head of the Soulanges to the foot of the Cornwall Canal there is a stretch through Lake St. Francis, of  $32\frac{3}{4}$  miles, which is being made navigable for vessels drawing fourteen feet.

The Cornwall Canal extends past the Long Sault Rapids from the town of Cornwall to Dickinson's Landing.

#### WILLIAMSBURG CANALS.

The Farran's Point, Rapide Plat and Galops canals are collectively known as the Williamsburg Canals.

##### FARRAN'S POINT CANAL.

Length of canal.....	1 mile.
Number of locks.....	1
New lock.....	800 feet by 45 feet.
Old lock.....	200 "
Total rise or lockages.....	$3\frac{1}{2}$ feet.
Depth of water on sills of new lock.....	14 "
Depth of water on sills of old lock.....	9 "
Breadth of canal at bottom.....	90 "
Breadth of canal at water surface.....	154 "



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## WELLAND RIVER BRANCHES.

Length of canal—	
Port Robinson Cut to River Welland . . . .	2,622 feet.
From the canal at Welland to the river, via lock at Aqueduct . . . . .	300 "
Chippewa Cut to River Niagara . . . . .	1,020 "
Number of locks—one at Aqueduct and one at Port Robinson . . . . .	
	2
Dimensions of locks . . . . .	150 by 26½ feet.
Total lockage from the canal at Welland down to River Welland . . . . .	
	10 feet.
Depth of water on sills . . . . .	9 feet 10 inches.

## GRAND RIVER FEEDER.

Length of canal . . . . .	21 miles,
Number of locks . . . . .	2
Dimensions of locks . . . . .	{ 1 of 150 by 26½ feet. 1 of 200 by 45 "
Total rise or lockage . . . . .	7 to 8 feet.
Depth of water on sills . . . . .	9 feet.

## PORT MAITLAND BRANCH.

Length of canal . . . . .	1¾ miles.
Number of locks . . . . .	1
Dimensions of locks . . . . .	185 feet by 45 feet.
Total rise of lockage . . . . .	7½ feet.
Depth of water on sills . . . . .	11 "

The Welland canal has two entrances from Lake Ontario, at Port Dalhousie, one for the old, the other for the new canal.

From Port Dalhousie to Allanburg, 11¾ miles, there are two distinct lines of canal in operation, the old line and the enlarged or new line.

From Allanburg to Port Colborne, a distance of 15 miles, there is only one channel, the old canal having been enlarged.

From the head of the Welland canal there is a deep water navigation through Lake Erie, the Detroit River, Lake St. Clair, the St. Clair River, Lake Huron and River St. Mary to the Sault canal, a distance of about 580 miles. From the Sault the distance through Lake Superior to Port Arthur is 266 miles, and to Duluth 400 miles.

## SAULT STE. MARIE CANAL,

Length of canal, between the extreme ends of the entrance piers . . . . .	5,967 feet.
Number of locks . . . . .	1
Dimensions of locks . . . . .	900 ft by 60 ft.
Depth of water on sills (at lowest known water level)	20 ft. 3 inches.
Total rise or lockage . . . . .	18 feet.
Breadth of canal at bottom . . . . .	141 ft. 8 inches.
Breadth at surface of water . . . . .	150 feet

This canal has been constructed through St. Mary's Island, on the north side of the rapids of the River St. Mary, and, with that river, gives communication on Canadian



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territory between Lakes Huron and Superior. The masonry pier of the bridge carrying the Canadian Pacific Railway over the canal, which stood in the channel of the canal, forming an obstruction to navigation, has been removed; the swing now spanning the full width of the channel or prism of the canal.

MONTREAL, OTTAWA AND KINGSTON

This route extends from the harbour of Montreal to the port of Kingston, passing through the Lachine canal, the navigation section of the lower River Ottawa, and the Ottawa canals, to the city of Ottawa; thence by the River Rideau and the Rideau canal to Kingston, on lake Ontario—a total distance of  $245\frac{5}{8}$  miles.

After leaving the Lachine canal the works constructed to overcome difficulties of navigation are:

*Ottawa River Canals.*

The Ste. Anne's Lock.  
Carillon Canal.

Grenville Canal.  
Rideau Canal.

The total lockage (not including that of the Lachine canal) is 509 feet—(345 rise 164 fall)—and the number of locks is 55.

The following table exhibits the intermediate distances from Montreal harbour:—

Sections of Navigation.	Interme- diate Distance.	Total Distance, from Montreal.
	Miles.	Miles.
The Lachine Canal.....	$8\frac{1}{2}$	
From Lachine to Ste. Anne's lock .....	15	23
Ste. Anne's lock and piers.....	$\frac{1}{8}$	23
Ste. Anne's lock to Carillon canal.....	27	50
The Carillon canal.....	$\frac{3}{4}$	51
The Carillon to Grenville Canal .....	$6\frac{1}{4}$	57
The Grenville canal.....	$\frac{3}{4}$	63
From the Grenville canal to entrance of Rideau navigation.....	56	119
Rideau navigation ending at Kingston.....	$126\frac{1}{4}$	245

STE. ANNE'S LOCK.

	Old Lock.	New Lock.
Length of canal.....	$\frac{1}{8}$ mile.	$\frac{1}{8}$ mile.
Number of locks.....	1	1
Dimensions of locks.....	190 x 45 feet	200 x 45 feet.
Total rise or lockage.....	3 feet.	3 feet.
Depth of water on sills.....	6 "	9 "

This work, with guide piers above and below, surmounts the Ste. Anne's rapids between Ile Perrot and the head of the Island of Montreal, at the outlet of that portion of the River Ottawa which forms the Lake of Two Mountains,  $23\frac{1}{2}$  miles from Montreal harbour.

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## THE CARILLON CANAL.

Length of canal . . . . .	$\frac{3}{4}$ mile.
Number of locks . . . . .	2
Dimensions of locks . . . . .	200 x 45 feet.
Total rise or lockage . . . . .	16 feet.
Depth of water on sills . . . . .	9 "
Breadth of canal at bottom . . . . .	100 "
Breadth of canal at water surface . . . . .	110 "

This canal overcomes the Carillon rapids.

From Ste. Anne's lock to the foot of the Carillon canal there is navigable stretch of 27 miles, through the Lake of Two Mountains and the River Ottawa.

By the construction of the Carillon dam across the River Ottawa the water at that point is raised 9 feet, enabling the river above to be used for navigation.

## GRENVILLE CANAL.

Length of canal . . . . .	$5\frac{3}{4}$ miles.
Number of locks . . . . .	5
Dimensions of locks . . . . .	200 x 45 feet.
Total rise or lockage . . . . .	$43\frac{3}{4}$ feet.
Depth of water on sills . . . . .	9 "
Breadth of canal at bottom . . . . .	40 to 50 feet.
Breadth of canal at surface of water . . . . .	50 to 80 feet.

This canal, by which the Long Sault Rapids are avoided, is about 56 miles below the city of Ottawa, up to which point the River Ottawa affords unimpeded navigation.

## RIDEAU NAVIGATION.

The Rideau system connects the River Ottawa, at the city of Ottawa, with the eastern end of Lake Ontario, at Kingston.

Length of navigation waters . . . . .	$126\frac{1}{4}$ miles.
Number of locks going from Ottawa to Kingston . . . . .	{ 35 ascending. 14 descending.
Total, lockage . . . . . $446\frac{1}{2}$ feet	{ $282\frac{1}{4}$ rise and 164 fall } at high water.
Dimensions of locks . . . . .	134 x 33 feet.
Depth of water on sills . . . . .	5 feet.
Navigation depth through the several reaches . . . . .	$4\frac{1}{2}$ feet.
Breadth of canal reaches at bottom . . . . .	{ 60 feet in earth. 54 feet in rock.
Breadth of canal at surface of water . . . . .	80 feet in earth.

## PERTH BRANCH.

Length of canal . . . . .	6 miles.
Number of locks . . . . .	2
Dimensions of locks . . . . .	134 feet x 32 feet.
Total rise or lockage . . . . .	26 "
Depth of water on sills . . . . .	5 " 6 inches.
Length of dam . . . . .	200 "
Breadth of canal at bottom . . . . .	40 "
Breadth of canal at surface at water . . . . .	{ 40 " in rock. 60 " in clay.

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The Perth branch of the Rideau canal affords communication between Beveridge's bay, on Lake Rideau, and the town of Perth.

The summit level of the Rideau system is at upper Lake Rideau, but several of the descending reaches are also supplied by waters which have been made tributary to them. The following description gives the sources of supply :—

From the summit, the route towards Ottawa follows the Rideau river, and that towards Kingston follows the River Cataraqui. The supply of water for the canal is derived from the reserves given in detail below.

These may be divided into three systems, viz :—

1. The summit level, supplied by the Wolfe lake system.
2. The eastern descending level to Ottawa, supplied by the River Tay system, discharging into Lake Rideau.
3. The south-west descending level to Kingston, supplied by the Mud lake system formerly known as the Devil lake system, discharging into Lake Openicon.

Lake Openicon receives the waters of Buck lake and Rock lake.

All these waters on the descending level, supplemented by those of Lake Loughboro', flow into Cranberry lake, which, discharging through Round Tail outlet, forms the River Cataraqui. The river, rendered navigable by dams at various points, affords a line of navigation to Kingston.

RICHELIEU AND LAKE CHAMPLAIN.

This system, commencing at Sorel, at the confluence of the Rivers St. Lawrence and Richelieu, 46 miles below Montreal, extends along the River Richelieu, through the St. Ours lock to the basin of Chambly ; thence, by the Chambly canal, to St. Johns, and up the River Richelieu to Lake Champlain. The distance from Sorel to the boundary line is 81 miles.

At Whitehall, the southern end of Lake Champlain is entered, and connection is obtained with the River Hudson, by which the city of New York is directly reached. From the boundary line to New York the distance is 330 miles.

The following table shows the distances between Sorel and New York :—

Section of Navigation.	Interme- diate Distance.	Total Distances.
	Miles.	Miles.
Sorel to St. Ours lock.....	14	14
St. Ours Lock to Chambly Canal .....	32	46
Chambly canal.....	12	58
Chambly canal to boundary line .....	23	81
Boundary line to Champlain canal .....	111	192
Champlain canal to junction with Erie canal.....	66	258
Erie Canal, from junction to Albany.....	7	265
Albany to New York.....	146	411

ST. OURS LOCK DAM.

Length.....	$\frac{1}{8}$ mile.
Number of locks .....	1 "
Dimensions of lock .....	200 feet by 45 feet.
Total rise of lockage.....	5 "
Depth of water on sills .....	7 feet at low water.
Length of dam in eastern channel.....	300 "
Length of dam in western channel.....	690 "



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At St. Ours, 14 miles from Sorel, the River Richelieu is divided by a small island into two channels. The St. Ours lock is in the eastern channel.

There is a navigable depth in the Richelieu of 7 feet between St. Ours lock and Chambly basin, a distance of 32 miles.

### CHAMBLY CANAL.

Length of canal . . . . .	12 miles.
Number of locks . . . . .	9

Dimensions of locks :—

Guard lock, No. 1 at St. Johns . . . . .	122 feet.	} From 22½ to 24 feet wide.
Lift " 2 . . . . .	124 "	
" " 3, 4, 5, 6 . . . . .	118 "	
" " 7, 8, 9 combined . . . . .	125 "	
Total rise or lockage . . . . .	74 "	
Depth of water on sills . . . . .	7 "	
Breadth of canal at bottom . . . . .	36 "	
Breadth of canal at surface of water . . . . .	60 "	

This canal succeeds the 32 miles of navigable water between St. Ours lock and Chambly basin. The canal overcomes the rapids between Chambly and St. Johns.

### TRENT CANAL.

The term 'Trent canal' is applied to a series of water stretches, which do not, however, form a connected system of navigation, and which, in their present condition, are efficient only for local use. By various works this local use has been extended, and by others, now in progress and contemplation, this will become a through route between Lake Ontario and Lake Huron.

The series is composed of a chain of lakes and rivers, extending from Trenton, at the mouth of the River Trent, on the Bay of Quinté, Lake Ontario, to Lake Huron.

Many years ago the utilizing of these waters for the purpose of through water communication between Lake Huron and Lake Ontario was projected.

The course, as originally contemplated and modified, is as follows :—

Through the River Trent, Rice lake, the River Otonabee and Lakes Clear, Stony, Lovesick, Deer, Buckhorn, Chemong, Pigeon, Sturgeon and Cameron to Lake Balsam, the summit water, about 165 miles from Trenton; from Lake Balsam by a canal and the River Talbot to Lake Simcoe; thence by the River Severn to Georgian bay, Lake Huron; the total distance being about 200 miles, of which only about 15 or 20 miles will be actual canal.

The full execution of the scheme, commenced by the Imperial government in 1837, was deferred. By certain works, however, below specified, sections of these waters have been made practicable for navigation and the whole scheme is now being carried out. A branch of the main route, extending from Sturgeon lake south, affords communication with the town of Lindsay, and, through Lake Scugog to Port Perry, a distance of 190 miles from Trenton.

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The following table gives the distance of navigable and unnavigable reaches :—

	Navigable Miles.	Unnavigable Miles.
From Trenton, Bay of Quinté to Nine Mile rapids.	—	9
Nine Mile rapids to Percy landing . . . . .	19½	—
Percy landing to Heeley's Falls dam . . . . .	—	14½
Heeley's Falls dam to Peterborough . . . . .	51¾	—
Peterborough to Lakefield . . . . .	—	9
Lakefield to a point across Balsam lake . . . . .	61	—
	<hr/> 132¼ <hr/>	<hr/> 32¾ <hr/>
Total distance, Bay of Quinté to a point across Balsam lake . .		165
From Sturgeon Point on Sturgeon lake, 48¾ miles from Lakefield, the branch through the town of Lindsay to Port Perry at the head of Lake Scugog . . . . .		27

The works by which the Trent navigation has been improved comprise canals, with locks and bridges, at Young Point, Burleigh Rapids, Lovesick, Buckhorn Rapids, Bobcaygeon, Fenelon Falls and Rosedale ; also dams at Lakefield, Young's Point, Burleigh Falls, Lovesick, Buckhorn, Bobcaygeon and Fenelon Falls. By these works there is afforded communication between Lakefield, 9½ miles from Peterborough, and Balsam lake, the headwaters of the system ; opening up a total of about 160 miles of direct and lateral navigation.

At Lakefield, 9½ miles from Peterborough, the dam at the head of the Nine Mile rapids of the River Otonabee, maintains navigation on Lake Katchewanoe up to Young's Point.

At Young's Point, 5 miles from Lakefield, the dam between Lake Katchewanoe and Clear lake controls the water level through Clear and Stony lakes up to the foot of the Burleigh canal. The lock here, it should be observed, is controlled by the Provincial government.

At Burleigh Rapids, 10 miles from Young's Point, a canal, about 2¼ miles in length, passes the Burleigh and Lovesick rapids, and gives communication between Stony lake and Deer bay.

At Buckhorn rapids, 7 miles from Burleigh Rapids, there is a canal about one-fourth of a mile long.

At Bobcaygeon, 15¾ miles from Burckhorn Rapids, a dam, 553 feet long, controls the water level up to Fenelon Falls.

At Fenelon Falls, 15 miles from Bobcaygeon, a canal about one-third of a mile in length connects Sturgeon lake with Cameron lake.

The following is a list of the locks with their dimensions :—

1	Lock at Rosedale, (maintained by the Ontario government)	100' x 30' x 4' 6" to 6' 6" depth water on mitre sill.
2	Locks at Fenelon . . . . .	134' x 33' x 5' 0" to 7' 6" depth water on mitre sill.
1	" Lindsay . . . . .	134' x 33' x 5' 0" to 7' 6" " "
1	" Bobcaygeon . . . . .	134' x 33' x 5' 8" to 7' 0" " "
1	" Buckhorn . . . . .	134' x 33' x 5' 0" to 9' 0" " "
1	" Lovesick . . . . .	134' x 33' x 5' 0" to 9' 4" " "
2	" Burleigh, . . . . .	134' x 33' x 6' 0" to 8' 0" " "
1	" Young's Point (a Provincial government work)	134' x 33' x 5' 0" to 14' 0" depth water on mitre sill.
1	" Peterborough..	134' x 33' x 5' 0" to 10' 0" depth water on mitre sill.
1	" Hastings . . . . .	134' x 33' x 7' 0" to 10' 6" " "
1	" Chisholm's . . . . .	134' x 33' x 5' 0" to 8' 6" " "

## ST. PETER'S CANAL, CAPE BRETON.

Length of canal . . . . .	About 2,400 feet.
Breadth at water line . . . . .	55 feet.
Lock . . . . .	One tidal lock, 4 pairs of gates.
Dimensions . . . . .	200 feet by 48 feet.
Depth of water on sills . . . . .	18 " at lowest water,
Depth through canal . . . . .	19 "
Extreme rise and fall of tide in St. Peter's Bay . . . . .	4 "

This canal connects St. Peter's bay on the northern side of Cape Breton, Nova Scotia, with the Bras d'Or lakes. It crosses an isthmus half a mile in width, and gives access from the Atlantic.

## BEAUHARNOIS CANAL.

Length of canal . . . . .	12 statute miles.
Number of locks . . . . .	9
Dimensions of locks . . . . .	200 feet by 45 feet.
Total rise or lockage . . . . .	82 $\frac{1}{2}$ "
Depth of water on sills . . . . .	9 "
Breadth of canal at bottom . . . . .	80 "
Breadth of canal at water surface . . . . .	120 "

As the new Soulanges canal is now opened for navigation, it is to be presumed that the Beauharnois canal will be abandoned for navigation purposes.



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## ST. LAWRENCE NAVIGATION—TABLE OF DISTANCES.

FROM STRAITS OF BELLE-ILE TO PORT ARTHUR, AT HEAD OF LAKE SUPERIOR,  
BY WATER.

From	To	Sections of Navigation.	Statute Miles.	
			Inter- mediate.	Total to Straits of Belle-Isle.
Straits of Belle-Ile.....	Cape Whittle.....	Gulf of St. Lawrence ...	240	240
Cape Whittle.....	West Point, Anticosti.....	" "	201	441
West Point, Anticosti.....	Father Point.....	River St. Lawrence.....	202	643
Father Point.....	Rimouski.....	" "	6	649
Rimouski.....	Bic.....	" "	12	661
Bic.....	Isle Verte.....	" "	39	700
Isle Verte (opp. Saguenay).	Quebec.....	" "	126	826
Quebec.....	Three Rivers.....	" to Tide-water	74	900
Three Rivers.....	Montreal.....	" "	86	986
Montreal.....	Lachine.....	Lachine Canal.....	8 $\frac{1}{2}$	994 $\frac{1}{2}$
Lachine.....	Beauharnois.....	Lake St. Louis.....	15 $\frac{1}{4}$	1,009 $\frac{3}{4}$
Beauharnois.....	Ste. Cécile.....	Beauharnois Canal.....	11 $\frac{1}{4}$	1,021
Ste. Cécile.....	Cornwall.....	Lake St. Louis.....	32 $\frac{3}{4}$	1,053 $\frac{3}{4}$
Cornwall.....	Dickinson's Landing.....	Cornwall Canal.....	11 $\frac{1}{2}$	1,065 $\frac{1}{2}$
Dickinson's Landing.....	Farran's Point.....	River St. Lawrence.....	5	1,070 $\frac{1}{4}$
Farran's Point.....	Upper end of Croyle's Island...	Farran's Point.....	3 $\frac{1}{4}$	1,071
Upper end of Croyle's Island.	Williamsburg or Morrisburg...	River St. Lawrence.....	10 $\frac{1}{2}$	1,081 $\frac{1}{2}$
Williamsburg.....	Rapide Plat.....	Rapide Plat Canal.....	4	1,085 $\frac{1}{2}$
Rapide Plat.....	Point Iroquois Village.....	River St. Lawrence.....	4 $\frac{1}{2}$	1,090
Point Iroquois Village.....	Upper end Presqu'Île.....	Point Iroquois Canal ..	3	1,093
Presqu'Île.....	Point Cardinal, Edwardsburg ..	Junction Canal.....	2 $\frac{5}{8}$	1,095 $\frac{5}{8}$
Point Cardinal.....	Head of Galops Rapids.....	Galops Canal.....	2	1,097 $\frac{5}{8}$
Galops Rapids.....	Prescott.....	River St. Lawrence.....	7 $\frac{3}{8}$	1,105
Prescott.....	Kingston.....	" "	59	1,164
Kingston.....	Port Dalhousie.....	Lake Ontario.....	170	1,334
Port Dalhousie.....	Port Colborne.....	Welland Canal.....	26 $\frac{3}{4}$	1,360 $\frac{3}{4}$
Port Colborne.....	Amherstburg.....	Lake Erie.....	232	1,592 $\frac{3}{4}$
Amherstburg.....	Windsor.....	River Detroit.....	18	1,610 $\frac{3}{4}$
Windsor.....	Foot of St. Mary's Island.....	Lake St. Clair.....	25	1,635 $\frac{3}{4}$
Foot of St. Mary's Island..	Sarnia.....	River St. Clair.....	33	1,668 $\frac{3}{4}$
Sarnia.....	Foot of St. Joseph's Island.....	Lake Huron.....	270	1,938 $\frac{3}{4}$
Foot of St. Joseph's Island.	Foot of Sault Ste. Marie.....	River St. Mary.....	47	1,985 $\frac{3}{4}$
Sault Ste. Marie.....	Head of Sault Ste. Marie.....	Sault Ste. Marie Canal..	1	1,986 $\frac{3}{4}$
Head of Sault Ste. Marie..	Pointe aux Pins.....	River St. Mary.....	7	1,993 $\frac{3}{4}$
Pointe aux Pins.....	Port Arthur.....	Lake Superior.....	266	2,259 $\frac{3}{4}$
Port Arthur to Lake Shebandowan ..			45	
Lake Shebandowan to North-West Angle.....			312	
North-West Angle to Winnipeg.....			95	
Pointe aux Pins to Duluth.....			390	

Of the 2,259 $\frac{3}{4}$  miles from the Straits of Belle-Ile to the head of Lake Superior, 71 miles are artificial navigation, and 2,188 $\frac{3}{4}$  open navigation.

Straits of Belle-Ile to Liverpool, 1,942 geographical or 2,234 statute miles.

The total fall from Lake Superior to Tide-water is about 600 feet.

The steamboat voyage from Collingwood to Port Arthur is 532 miles.

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TABLE of distances of Stations between the cities of Ottawa and Kingston,

No. of Station.	Name of Station.	Distances from Ottawa.	Locks.		Dams.			Length of Artificial Canal at each Station in miles.
			No.	Lift at Low Water.	No.	Length.	Height.	
				Rise. Ft. In.				
		Miles.						
1	Ottawa.....	0	8	82 0	3	230 1,320 1,616	13 33 14	
2	Hartwell's.....	4 $\frac{1}{4}$	2	22 0	1	100	28	4'00
3	Hogsback.....	5 $\frac{1}{2}$	2	13 6	1	320	60	
4	Black Rapids.....	9 $\frac{1}{2}$	1	10 0	1	300	12	0'13
5	Long Island.....	14 $\frac{3}{4}$	3	27 0	3	850	68	0'13
6	Burritt's.....	40 $\frac{3}{4}$	1	10 6	1	240	14	1'50
7	Nicholson.....	43 $\frac{1}{4}$	2	15 2	1	500	9	0'50
8	Clowes.....	44 $\frac{1}{4}$	1	10 0	1	481	16	0'05
9	Merrickville.....	46 $\frac{3}{4}$	3	25 0	1	150	6	0'33
10	Maitland.....	55	1	4 9	1	270	8	0'13
11	Edmunds.....	59 $\frac{1}{2}$	1	10 10	1	343	8	0'06
12	Old Slys.....	60 $\frac{3}{4}$	2	15 6	1	250	20	0'25
13	Smith's Falls.....	61 $\frac{1}{2}$	4	33 9	2	600	24	0'13
14	First Rapids or Poonamalie.....	64	1	7 9	1	260	5	1'25
15	Narrows.....	83 $\frac{1}{4}$	1	4 0	1	600	9	0'06
	Total rise at low water.....			292 3				
				Fall.				
16	Isthmus.....	87 $\frac{1}{2}$	1	4 0				1'25
17	Chaffey's.....	92	1	12 6				0'13
18	Davis.....	94 $\frac{1}{2}$	1	9 0	1	300	15	0'06
19	Jones' Falls.....	97 $\frac{1}{4}$	4	60 0	1	300	60	0'25
20	Brewer's Upper Mills.....	108 $\frac{1}{4}$	2	19 0	1	200	20	1'75
21	" Lower Mills.....	110	1	14 2	1	200	12	4'25
22	Kingston Mills.....	120 $\frac{1}{4}$	4	46 8	1	6,042	14	0'25
23	Kingston.....	126 $\frac{1}{4}$						
	Total fall at low water.....			165 4				
	Total.....		47		24	15,472		16'46

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